

2007 Saskatchewan Traffic Accident Facts



Remember...
Buckle Up

2007 QUICK FACTS

(2007 compared to 2006)

	2006	2007	% CHANGE
Property Damage Only Collisions *	40,285	44,377	10.2
Personal Injury Collisions *	5,074	5,020	-1.1
Fatal Collisions *	124	126	1.6
Total Reported Collisions *	45,483	49,523	8.9
-----	-----	-----	-----
Number of Deaths	136	143	5.1
Number of Injuries	7,075	6,846	-3.2
-----	-----	-----	-----
Provincial Highway Collisions	11,771	11,954	1.6
Rural Road Collisions	5,215	5,848	12.1
Urban Street Collisions	26,300	30,253	15.0
Other Locations	2,197	1,468	-33.2
-----	-----	-----	-----
Registered Vehicles	761,011	785,341	3.2
Licensed Vehicle Operators	676,733	688,841	1.8
Saskatchewan Population	987,520	996,869	0.9
-----	-----	-----	-----
Collisions Per 100 Licensed Operators	6.72	7.19	7.0
Collisions Per 100 Registered Vehicles	5.98	6.31	5.5
Collisions Per 100 Population	4.61	4.97	7.9
-----	-----	-----	-----
Casualty Collisions Per 100 Licensed Operators	0.77	0.75	-2.7
Casualty Collisions Per 100 Registered Vehicles	0.68	0.66	-4.1
Casualty Collisions Per 100 Population	0.53	0.52	-1.9

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed \$1,000 or personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.



Executive Offices

2260 - 11th Avenue
Regina, Saskatchewan
CANADA S4P 0J9

Tel: (306) 751-1200
Fax: (306) 525-6040
www.sgi.sk.ca

Letter of Transmittal

May 2009

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the "Saskatchewan Traffic Accident Facts" report for 2007.

Much of the information in this report comes from SGI's Traffic Accident Information System (TAIS), our database on motor vehicle crashes. This publication is made possible through the dedicated and invaluable efforts of law enforcement officers throughout Saskatchewan and SGI's team of claims adjusters. Their complete and reliable reporting of motor vehicle crashes greatly enhances the integrity of this report.

Although we saw improvement in 2007, too many people continue to be injured and killed on Saskatchewan roads as a result of traffic collisions. To address this challenge, SGI remains committed to partnering with the traffic safety community to help improve road safety in Saskatchewan.

We hope the information contained in this report will assist you in making informed decisions regarding the road safety issues impacting our province.

The 2008 casualty collision newsletter is also available on SGI's website at www.sgi.sk.ca under road safety.

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

A handwritten signature in black ink, appearing to read "K. Quaye".

Kwei Quaye
Assistant Vice President
Traffic Safety Services

2007 Summary

The total number of traffic collisions in Saskatchewan is up nine per cent from 45,483 in 2006 to 49,523 in 2007.

The number of fatal collisions increased two per cent over the past year from 124 in 2006 to 126 in 2007.

The number of personal injury collisions decreased one per cent over the past year from 5,074 in 2006 to 5,020 in 2007.

The highest number of fatal collisions occurred in October while the highest number of injury collisions occurred in November.

Friday was the most collision-prone day of the week.

The most collision-prone period of time was the afternoon rush hour, 3 p.m. to 6 p.m.

Collision rates were highest among drivers between the ages of 16 and 24.

Driver inattention, inexperience/confusion, distraction, drinking and impairment were the most frequently identified human condition factors contributing to casualty collisions in Saskatchewan in 2007.

Thirty-two per cent of fatal collisions and 54 per cent of personal injury collisions occurred at intersections.

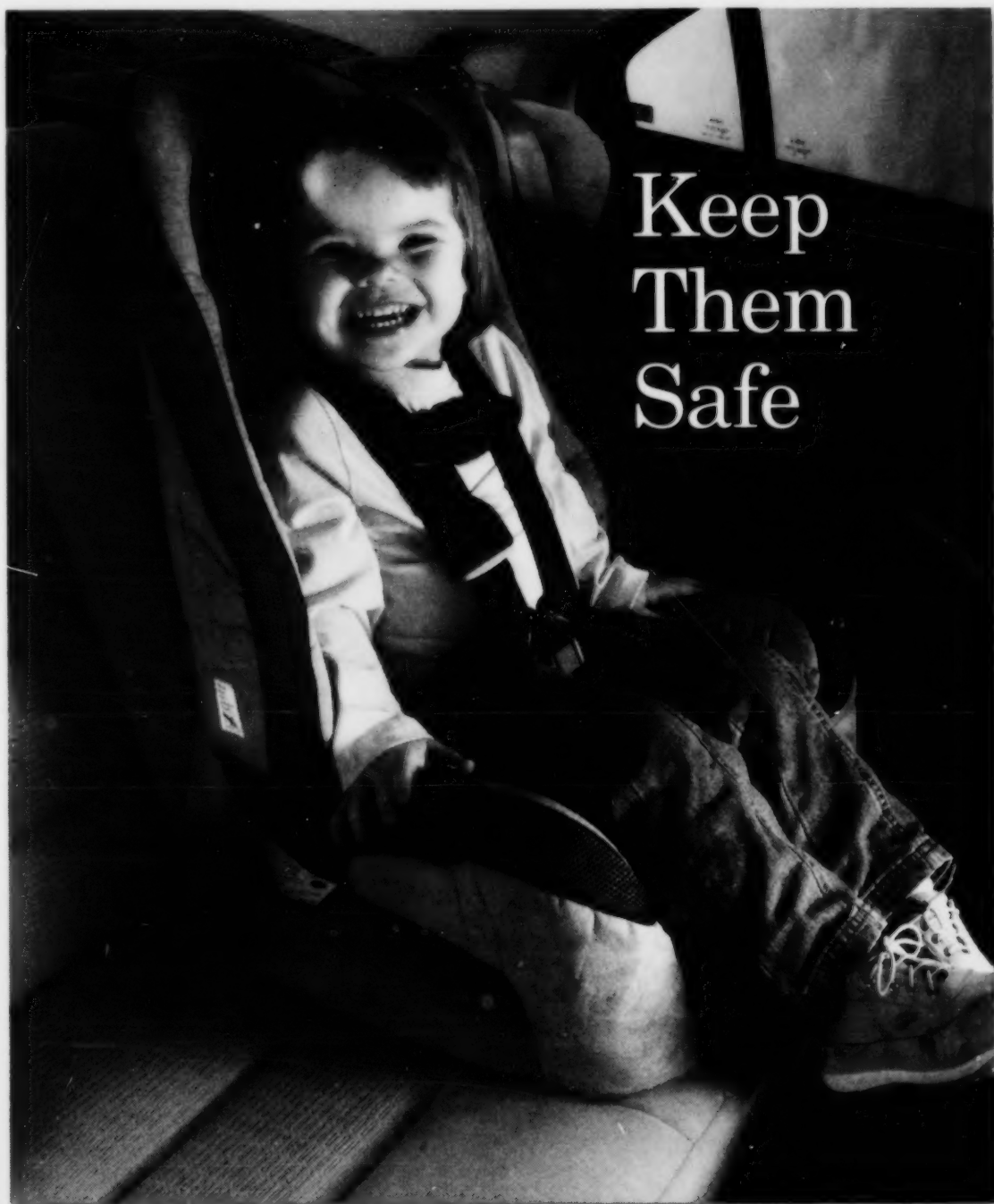
Collision rates (collisions per million vehicle kms) on rural roads are 1.5 times higher than on provincial highways.

Twelve per cent of pedestrians or cyclists killed in traffic collisions in 2007 had consumed alcohol prior to the collisions.

Thirty-three per cent of fatal collisions and nine per cent of injury collisions involved a drinking driver.

Vehicle occupants who did not buckle up were nine times more likely to be killed than those who chose to wear a seatbelt.

Nationally, there were 2,458 traffic collision fatalities in 2007.



Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury, death, hit and run, an out-of-province vehicle, an impaired operator or where vehicles have to be towed are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to Saskatchewan Government Insurance (SGI). Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate and timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This is a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan are to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of police officers and SGI staff who investigate, report and record the information on TAIS.

Contents

		Page
	Quick Facts – Inside Front Cover	
Section 1	Historical Trends	1
Figure 1.1	Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
1.2	Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
1.3	Trends in Collision Rates for Provincial Highways and Rural Roads	4
1.4	Trends in Total Victims by Road System	4
1.5	Trends in Property Damage Only Collisions	5
1.6	Trends in Personal Injury Collisions	5
1.7	Trends in Fatal Collisions	6
1.8	Trends in All Reported Collisions	6
Table 1.1	Property Damage Only Collisions by Month and Year	7
1.2	Total Injuries by Month and Year	7
1.3	Total Deaths by Month and Year	8
1.4	Total Collisions by Month and Year	8
Section 2	Time of Occurrence	9
Figure 2.1	Persons Injured by Month of Occurrence	11
2.2	Persons Killed by Month of Occurrence	11
2.3	Total Collisions by Month of Occurrence	11
2.4	Provincial Highway Collisions and Travel by Time of Day	12
2.5	Provincial Highway Collisions and Travel by Day of Week	12
Table 2.1	Collisions and Victims by Month of Occurrence	11
2.2	Collisions During 2007 Holiday Periods	11
2.3	Collisions on All Roads by Time of Day and Day of Week	12
Section 3	Major Contributing Factors	13
Figure 3.1	Major Contributing Factors by Collision Severity	15
3.2	Major Contributing Factors in Collisions by Road System	18
Table 3.1	Top 10 Contributing Factors in Fatal Collisions During 2007	14
3.2	Count of Human Condition Factors by Severity of Collision	15
3.3	Count of Human Action Factors by Severity of Collision	15
3.4	Count of Vehicle Condition Factors by Severity of Collision	16
3.5	Count of Environmental Condition Factors by Severity of Collision	16
3.6	Count of Human Condition Factors by Road System	17
3.7	Count of Human Action Factors by Road System	17
3.8	Count of Vehicle Condition Factors by Road System	17
3.9	Count of Environmental Condition Factors by Road System	18
Section 4	Environmental Factors	19
Figure 4.1	Collisions by Road Surface Condition	21
4.2	Collisions by Light Condition	21
4.3	Collisions by Weather Condition	21
Table 4.1	Collisions by Road Surface Condition and Severity	21
4.2	Collisions by Light Condition and Severity	21
4.3	Collisions by Weather Condition and Severity	21
4.4	Intersection-Related Collisions by Severity	22
4.5	Non-Intersection-Related Collisions by Severity	22
4.6	Collisions by Configuration and Severity	23
4.7	Collisions by Configuration and Road System	23

4.8	Vehicles in Collisions by Roadway Alignment and Severity	24
4.9	Collision Events by Severity of Collision	24
4.10	Collision Events by Road System	25
4.11	Vehicles in Collisions by Road Characteristics and Severity	25
Section 5	Driver Factors	27
Figure 5.1	Drivers in Collisions and Relative Risk by Driver Age	30
5.2	Convictions and Collisions by Age Group	38
Table 5.1	Licensed Drivers and Drivers in Collisions by Driver Age	29
5.2	Licensed Drivers by Age, Gender and Year	31
5.3	Drivers in Collisions by Age, Gender and Year	32
5.4	Drivers in Collisions by Age, Collision Severity and Year	32
5.5	Number of Charges Resulting from Collisions by Severity of Collision	33
5.6	Number of Occurrences of Human Action by Age	33
5.7	Number of Charges Resulting from Collisions by Age	34
5.8	Number of Occurrences of Human Condition by Age	34
5.9	Number of Drivers Involved in Collisions by Licence Class and Age	35
5.10	Number of Drivers Involved In Collisions by Year and Age	35
5.11	Convictions – 2002 to 2007	36
5.12	Criminal Code Convictions – 2002 to 2007	37
5.13	Convictions, Licensed Drivers and Drivers in Collisions by Age Group	38
Section 6	Vehicle Factors	39
Table 6.1	Number of Vehicles in Collisions by Vehicle Type and Severity	41
6.2	Number of Vehicles in Collisions by Vehicle Type and Road System	41
6.3	Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	42
6.4	Number of Vehicles by Pre-Collision Vehicle Action and Severity	42
6.5	Collisions Involving Dangerous Goods	43
6.6	Truck Collisions by Year	43
6.7	Trucks Involved in Collisions by Truck Type	43
6.8	Motorcycle Collisions by Year	44
6.9	Vehicle Registrations (Insured Years)	44
Section 7	Victims and Safety Restraints	45
Figure 7.1	Fatal Classification	47
7.2	Injury Classification	47
7.3	Severity of Injury by Safety Restraints Used	49
Table 7.1	Victims Injured by Road User Class and Age Group	48
7.2	Victims Killed by Road User Class and Age Group	48
7.3	Victims Injured or Killed by Road User Class and Gender	48
7.4	Vehicle Occupants by Injury Class and Safety Restraints Used	49
7.5	Vehicle Occupants by Injury Class and Age Group	50
7.6	Definitions – Injury Classifications and Vehicle Occupants	50
Section 8	Fatal Collisions	51
Table 8.1	2007 Fatal Collision Summary	53
8.2	2007 Listing of Fatal Collisions	55
Section 9	Pedestrians	61
Table 9.1	Pedestrians Injured or Killed by Age Group	63
9.2	Pedestrians Injured or Killed by Action and Age Group	63
9.3	Pedestrians Injured or Killed by Road System	63
9.4	Pedestrians Injured or Killed by Time of Day	64

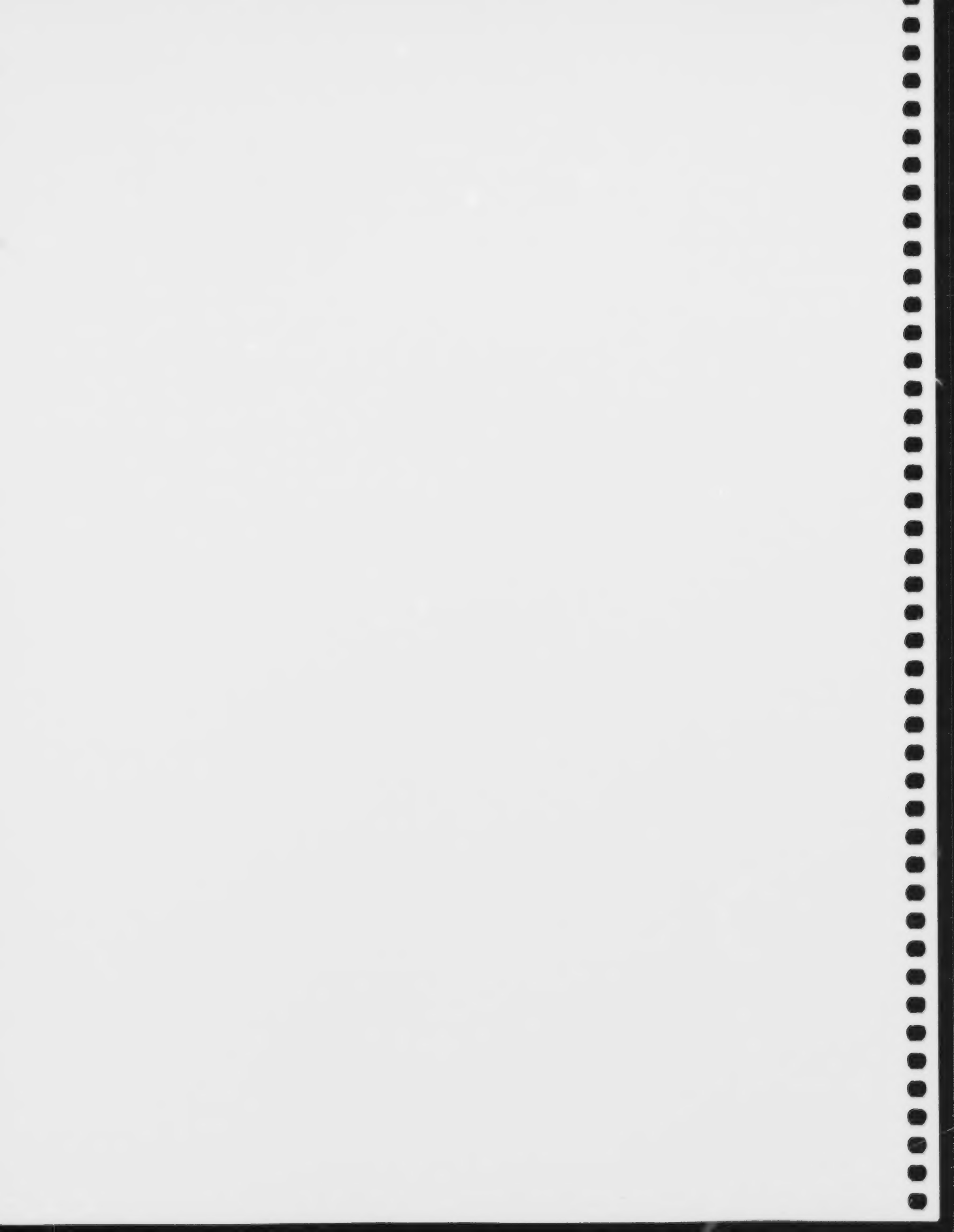
Contents

9.5	Pedestrians Injured or Killed by Month	64
Section 10	Alcohol	65
Figure 10.1	Number of Collisions and Victims Involving Alcohol by Year	67
10.2	Per cent of Alcohol-Involved Collisions by Year	68
10.3	Alcohol-Involved Collisions by Month	69
10.4	Injuries Due to Alcohol-Involved Collisions by Month	70
10.5	Deaths Due to Alcohol-Involved Collisions by Month	71
10.6	Collisions Involving Drinking Drivers by Day of Week	72
10.7	Collisions Involving Drinking Drivers by Time of Day	72
10.8	2007 Drinking Drivers by Driver Age	74
10.9	Injury Class by Alcohol Involvement	74
Table 10.1	Number of Collisions and Victims Involving Alcohol by Year	67
10.2	Per cent of Collisions and Victims Involving Alcohol by Year	68
10.3	Alcohol-Involved Collisions by Month and Year	69
10.4	Injuries Due to Alcohol-Involved Collisions by Month and Year	70
10.5	Deaths Due to Alcohol-Involved Collisions by Month and Year	71
10.6	Collisions Involving a Drinking Driver	73
10.7	Collisions Involving Pedestrians or Bicyclists That Had Been Drinking	73
10.8	2007 Injury Classification of Vehicle Occupants by Alcohol Involvement	74
10.9	2007 Drinking Drivers by Gender and Severity of Collision	75
10.10	Drinking Drivers in Collisions by Gender by Year	76
10.11	Drinking Drivers in Collisions by Collision Severity by Year	76
Section 11	Traffic Collision Statistics	77
Figure 11.1	Traffic Collision Rate Map by Rural Municipality	109
Table 11.1	2007 Traffic Collision Statistics by Highway Control Section	79
11.2	2007 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	94
11.3	2007 Pedestrian Collisions in Urban Communities with a Population of 5,000 or More	95
11.4	2007 Bicycle Collisions in Urban Communities with a Population of 5,000 or More	95
11.5	Alcohol-Involved Collisions in Urban Communities with a Population of 5,000 or More	95
11.6	Traffic Collision Statistics by Intersection – Three Cities	96
11.7	2007 Traffic Collision Statistics in Urban Communities with a Population Between 250 and 5,000	97
11.8	2007 Traffic Collision Statistics by Rural Municipality	102
Section 12	Other Provinces	111
Figure 12.1	2007 Casualty Rates per Billion Vehicle Kilometres	113
Table 12.1	Collisions and Casualties in Canada	113
12.2	1998 - 2006/2007 Seatbelt Use in Canada by Province/Territory	113
12.3	List of Provincial Contacts	114
Appendix		115
Section A 1.1	Collision History on Provincial Highways	116
A 1.2	Collision History on Urban Streets	117
A 1.3	Collision History on Rural Roads	118
A 1.4	Collision History on Other Roads	119
A 1.5	Collision History on Rural and Other Roads Combined	120

Contents

A 1.6	Collision History on All Provincial Roads	121
A 1.7	Collision History Rates – All Provincial Roads	122
A 2	Fatal Accident Location Map - Rural Provincial Highways	123
A 3	Saskatchewan Motor Vehicle Accident (MVA) Report Form	124
A 4.1	Saskatchewan MVA Report Form Template – Front	125
A 4.2	Saskatchewan MVA Report Form Template – Back	126

Glossary	127
-----------------	------------



Historical Trends

Contents:

		Page
Figure	1.1 Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
	1.2 Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
	1.3 Trends in Collision Rates (Collisions/MvKm) for Provincial Highways and Rural Roads	4
	1.4 Trends in Total Victims by Road System	4
	1.5 Trends in Property Damage Only Collisions	5
	1.6 Trends in Personal Injury Collisions	5
	1.7 Trends in Fatal Collisions	6
	1.8 Trends in All Reported Collisions	6
Table	1.1 Property Damage Only Collisions by Month and Year	7
	1.2 Total Injuries by Month and Year	7
	1.3 Total Deaths by Month and Year	8
	1.4 Total Collisions by Month and Year	8

Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only (PDO) collisions during the years 1984 and 1993. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of PDO collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined, effective Aug. 1, 2002, so that only collisions involving bodily injury, death, hit and run, an out-of-province vehicle, an impaired operator or where vehicles have to be towed are reported to the police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high-priority issues.

The increase in the total number of collisions can be mainly attributed to the change in collision reporting procedures implemented in August 2002. This change resulted in a 49.5 per cent increase in the number of PDO collisions captured by TAIS from 2003 to date as compared to the previous three-year average.

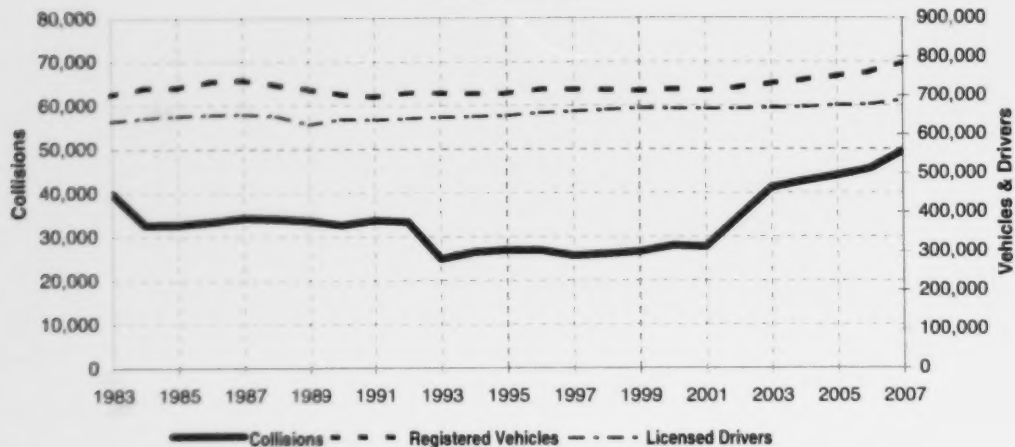
Trends in crashes resulting in fatalities and injuries have shown a steady decline since 1983. Fatal crashes peaked in 1986, while injury crashes peaked in 1987. The five-year averages for fatal and injury crashes are now 124 and 5,226 respectively compared with 191 and 5,769 between 1983 and 1987. Trends in all collisions showed an upward trend from 2002 due to the change in reporting threshold. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have been increasing since 2005.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Historical Trends – SECTION 1

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



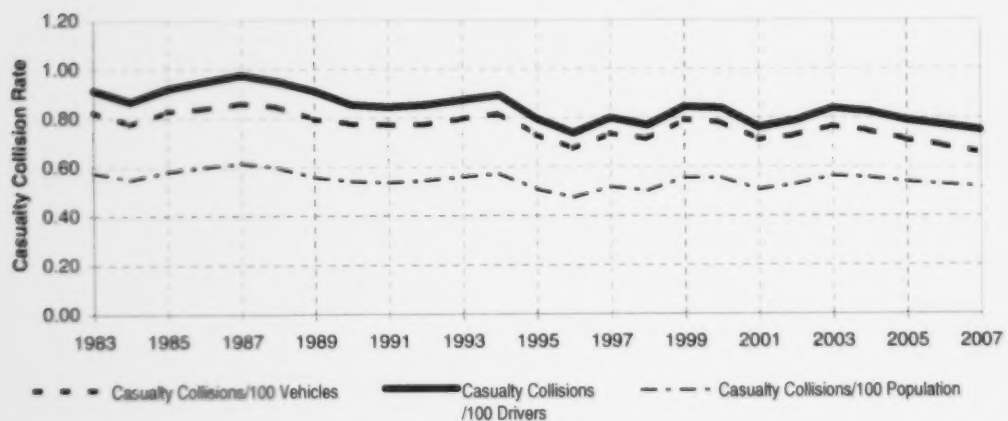
Three Year Summary

	2005	2006	2007	% Change
Registered Vehicles	750,640	761,011	785,341	3.20
Licensed Drivers	674,870	676,733	688,841	1.79
Total Collisions	43,947	45,483	49,523	8.88

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



Three Year Summary

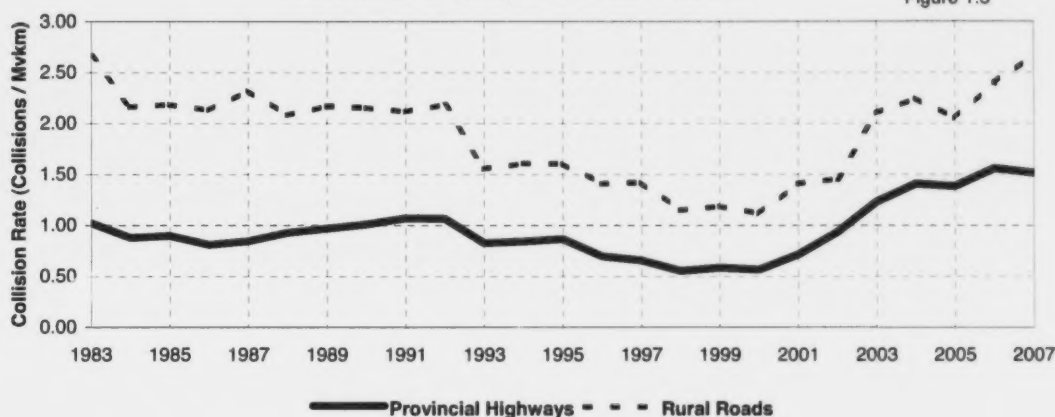
	2005	2006	2007	% Change
Casualty Collisions / 100 Registered Vehicles	0.71	0.68	0.66	-2.94
Casualty Collisions / 100 Licensed Drivers	0.79	0.77	0.75	-2.60
Casualty Collisions / 100 Population	0.54	0.53	0.52	-1.89

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three Year Summary by Road System

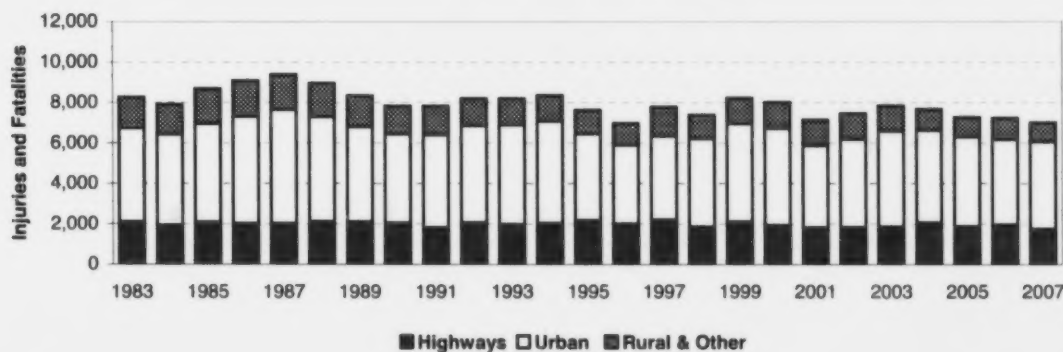
Collisions per Million Vehicle Kms

	2005	2006	2007	% Change
Provincial Highways	1.38	1.56	1.51	-3.21
Rural Roads	2.05	2.39	2.66	11.30

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



Three Year Summary by Road System

Personal Injuries

	2005	2006	2007	% Change
Provincial Highways	1,762	1,864	1,657	-11.11
Urban Streets	4,408	4,200	4,297	2.31
Rural Roads	647	747	684	-8.43
Other Roads	291	264	208	-21.21
Total Roads	7,108	7,075	6,846	-3.24

Fatalities

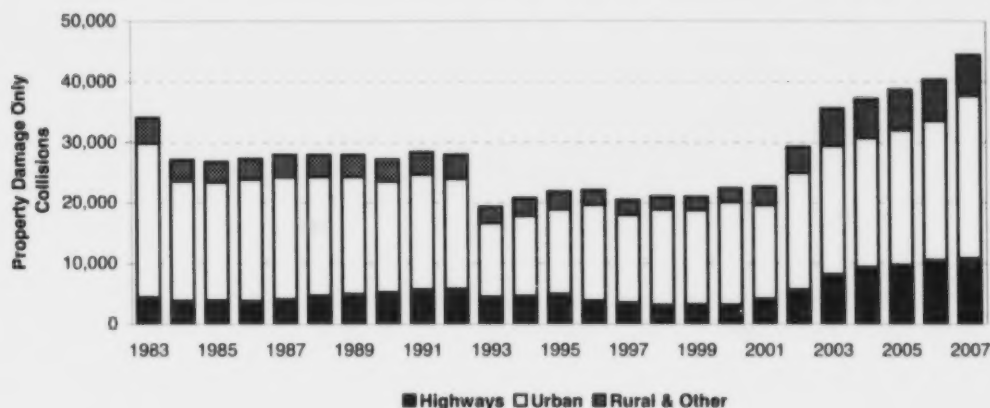
	2005	2006	2007	% Change
Provincial Highways	95	86	84	-2.33
Urban Streets	24	16	21	31.25
Rural Roads	24	26	28	7.69
Other Roads	4	8	10	25.00
Total Roads	147	136	143	5.15

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Property Damage Only Collisions

Figure 1.5



Three Year Summary by Road System

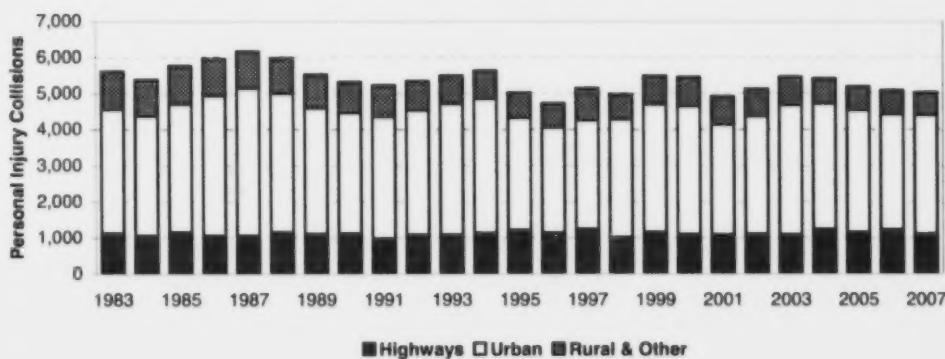
Property Damage Collisions

	2005	2006	2007	% Change
Provincial Highways	9,705	10,491	10,796	2.91
Urban Streets	22,280	23,067	26,928	16.74
Rural Roads	4,008	4,695	5,326	13.44
Other Roads	2,642	2,032	1,327	-34.69
Total Roads	38,635	40,285	44,377	10.16

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three Year Summary by Road System

Personal Injury Collisions

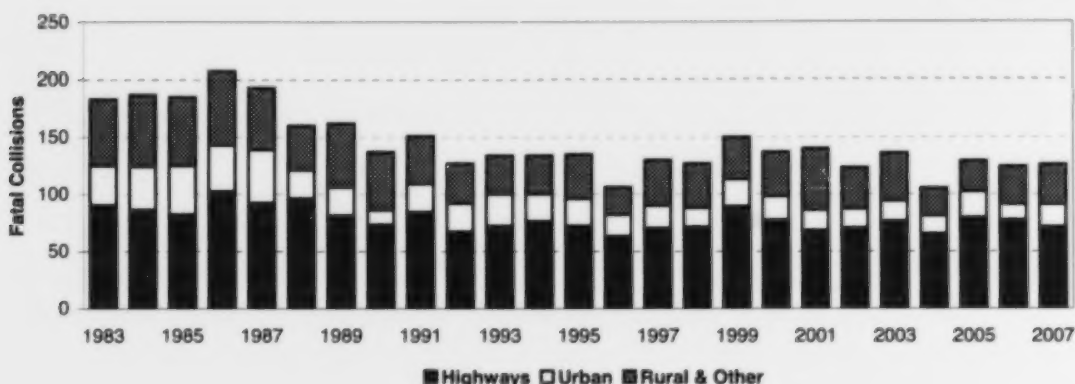
	2005	2006	2007	% Change
Provincial Highways	1,132	1,203	1,087	-9.64
Urban Streets	3,396	3,219	3,305	2.67
Rural Roads	462	495	497	0.40
Other Roads	194	157	131	-16.56
Total Roads	5,184	5,074	5,020	-1.06

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Fatal Collisions

Figure 1.7



Three Year Summary by Road System

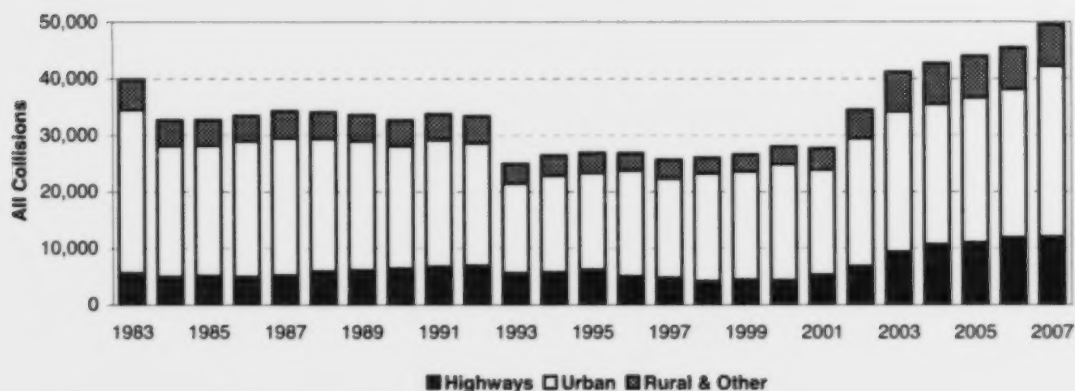
Fatal Collisions

	2005	2006	2007	% Change
Provincial Highways	79	77	71	-7.79
Urban Streets	23	14	20	42.86
Rural Roads	23	25	25	0.00
Other Roads	4	8	10	25.00
Total Roads	129	124	126	1.61

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



Three Year Summary by Road System

All Collisions

	2005	2006	2007	% Change
Provincial Highways	10,916	11,771	11,954	1.55
Urban Streets	25,699	26,300	30,253	15.03
Rural Roads	4,493	5,215	5,848	12.14
Other Roads	2,840	2,197	1,468	-33.18
Total Roads	43,948	45,483	49,523	8.88

See Appendix sections A1.1 to A1.7 for additional details

Historical Trends – SECTION 1

Property Damage Only Collisions by Month and Year

Table 1.1

Month	2002*	2003	2004	2005	2006	Average 2004-2006	2007	% Change **
January	2,662	3,515	4,618	4,737	3,605	4,320.0	4,813	11.4
February	1,782	2,922	3,382	2,801	2,722	2,968.3	4,225	42.3
March	2,127	2,608	3,308	3,172	3,888	3,456.0	3,875	12.1
April	1,600	2,650	1,954	2,238	2,272	2,154.7	2,434	13.0
May	1,471	2,250	2,191	2,341	2,629	2,387.0	2,627	10.1
June	1,699	2,524	2,644	3,001	3,182	2,942.3	3,206	9.0
July	1,560	2,521	2,654	2,830	2,840	2,774.7	3,056	10.1
August	2,441	2,498	2,193	2,500	2,655	2,449.3	2,988	22.0
September	2,468	2,610	2,474	2,628	2,980	2,694.0	3,073	14.1
October	3,525	3,416	3,690	2,982	3,433	3,368.3	3,641	8.1
November	3,680	4,118	3,556	4,384	5,238	4,392.7	5,318	21.1
December	4,225	3,933	4,508	5,021	4,841	4,790.0	5,121	6.9
Totals	29,240	35,565	37,172	38,635	40,285	38,697.3	44,377	14.7

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

Total Injuries by Month and Year

Table 1.2

Month	2002*	2003	2004	2005	2006	Average 2004-2006	2007	% Change **
January	525	650	602	734	437	591.0	585	-1.0
February	393	516	729	378	472	526.3	528	0.3
March	525	523	745	605	732	694.0	544	-21.6
April	446	533	435	447	472	451.3	479	6.1
May	607	582	518	497	551	522.0	541	3.6
June	707	737	602	640	619	620.3	556	-10.4
July	600	735	632	620	633	628.3	578	-8.0
August	709	708	662	644	667	657.7	606	-7.9
September	679	653	637	623	594	618.0	612	-1.0
October	694	719	706	611	638	651.7	595	-8.7
November	670	624	624	643	618	628.3	641	2.0
December	758	704	651	666	642	653.0	581	-11.0
Totals	7,313	7,684	7,543	7,108	7,075	7,242	6,846	-5.5

** % change is a comparison between 2007 and the 2004 - 2006 average.

Historical Trends – SECTION 1

Total Deaths by Month and Year

Table 1.3

Month	2002*	2003	2004	2005	2006	Average	2007	%
						2004-2006		Change **
January	10	7	4	3	9	5.3	1	-81.3
February	5	7	4	4	8	5.3	3	-43.8
March	5	5	9	5	10	8.0	10	25.0
April	7	12	10	7	10	9.0	14	55.6
May	11	11	12	16	16	14.7	16	9.1
June	8	22	7	16	7	10.0	17	70.0
July	17	14	15	17	13	15.0	15	0.0
August	15	19	15	17	14	15.3	16	4.3
September	15	12	19	11	12	14.0	8	-42.9
October	19	21	16	13	12	13.7	18	31.7
November	8	8	8	20	11	13.0	15	15.4
December	17	10	7	18	14	13.0	10	-23.1
Totals	137	148	126	147	136	136.3	143	4.9

Total Collisions by Month and Year

Table 1.4

Month	2002*	2003	2004	2005	2006	Average	2007	%
						2004-2006		Change **
January	3,033	4,016	5,087	5,304	3,941	4,777.3	5,282	10.6
February	2,065	3,317	3,894	3,104	3,065	3,354.3	4,626	37.9
March	2,501	2,978	3,821	3,638	4,426	3,961.7	4,302	8.6
April	1,948	3,023	2,278	2,580	2,619	2,492.3	2,774	11.3
May	1,885	2,689	2,560	2,707	3,033	2,766.7	3,031	9.6
June	2,184	3,030	3,078	3,465	3,612	3,385.0	3,614	6.8
July	1,988	3,023	3,114	3,281	3,286	3,227.0	3,499	8.4
August	2,925	3,014	2,668	2,970	3,116	2,918.0	3,436	17.8
September	2,976	3,087	2,964	3,097	3,444	3,168.3	3,540	11.7
October	4,044	3,957	4,203	3,432	3,890	3,841.7	4,064	5.8
November	4,175	4,580	4,008	4,862	5,720	4,863.3	5,804	19.3
December	4,757	4,441	5,004	5,508	5,331	5,281.0	5,551	5.1
Totals	34,481	41,155	42,679	43,948	45,483	44,036.7	49,523	12.5

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

** % change is a comparison between 2007 and the 2004 - 2006 average.

Time of Occurrence

Contents:

			Page
Figure	2.1	Persons Injured by Month of Occurrence	11
	2.2	Persons Killed by Month of Occurrence	11
	2.3	Total Collisions by Month of Occurrence	11
	2.4	Provincial Highway Collisions and Travel by Time of Day	12
	2.5	Provincial Highway Collisions and Travel by Day of Week	12
Table	2.1	Collisions and Victims by Month of Occurrence	11
	2.2	Collisions During 2007 Holiday Periods	11
	2.3	Collisions on All Roads by Time of Day and Day of Week	12

Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2007 traffic collisions, injuries and deaths as compared to a three-year average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

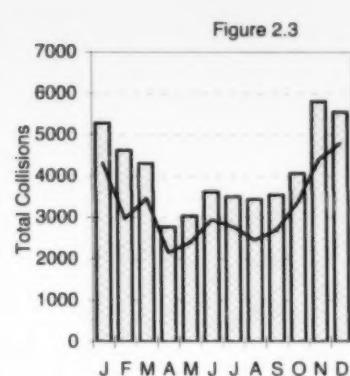
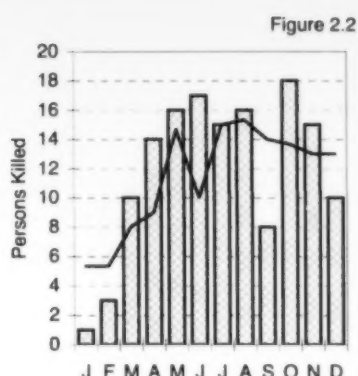
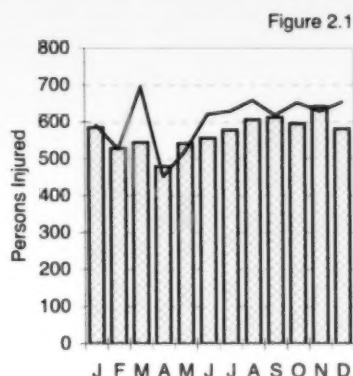
Figures 2.4 and 2.5 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 and 6 a.m.

Table 2.2 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Table 2.3 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2007 occurred Friday afternoons between the hours of 4 and 5 p.m.

Time of Occurrence – SECTION 2

Collisions and Victims by Month of Occurrence



2007 — Avg. (2004 - 2006)

Collisions and Victims by Month of Occurrence

Table 2.1

Month	Property Damage	Number of Collisions			Number of Victims	
		Personal Injury	Fatal	Total	Injured	Killed
January	4,813	468	1	5,282	585	1
February	4,225	398	3	4,626	528	3
March	3,875	417	10	4,302	544	10
April	2,434	328	12	2,774	479	14
May	2,627	392	12	3,031	541	16
June	3,206	394	14	3,614	556	17
July	3,056	430	13	3,499	578	15
August	2,988	433	15	3,436	606	16
September	3,073	459	8	3,540	612	8
October	3,641	407	16	4,064	595	18
November	5,318	473	13	5,804	641	15
December	5,121	421	9	5,551	581	10
Total	44,377	5,020	126	49,523	6,846	143

Collisions During 2007 Holiday Periods

Table 2.2

Holiday Period	Property Damage	Number of Collisions			Number of Victims	
		Personal Injury	Fatal	Total	Injured	Killed
Family Day, Feb 16 - Feb 19 (Fri - Mon)	384	43	0	427	60	0
Imp Driving Awareness, Mar 5-11 (Sun - Sat)	834	95	2	931	129	2
Easter, Apr 14 - Apr 17 (Fri - Mon)	277	31	0	308	45	0
Victoria Day, May 19 - 22 (Fri - Mon)	431	61	3	495	81	3
Canada Day, June 30 - Jul 3 (Fri - Mon)	441	57	3	501	84	3
Heritage Day, Aug 4 - Aug 7 (Fri - Mon)	374	44	1	419	64	1
Labour Day, Sept 1 - Sept 4 (Fri - Mon)	329	54	1	384	72	1
Thanksgiving Day, Oct 6 - 9 (Fri - Mon)	459	42	4	505	78	4
Remembrance Day, Nov 10 - 13 (Fri - Mon)	577	65	3	645	89	3
Safe Driving Week, Dec 1 - 7 (Fri - Thur)	1,373	101	1	1,475	133	1
Christmas Holidays, Dec 22 - 26 (Fri - Tues)	798	59	2	859	88	2
Total	6,277	652	20	6,949	923	20

Time of Occurrence – SECTION 2

Figure 2.4

Provincial Highway Collisions and Travel by Time of Day

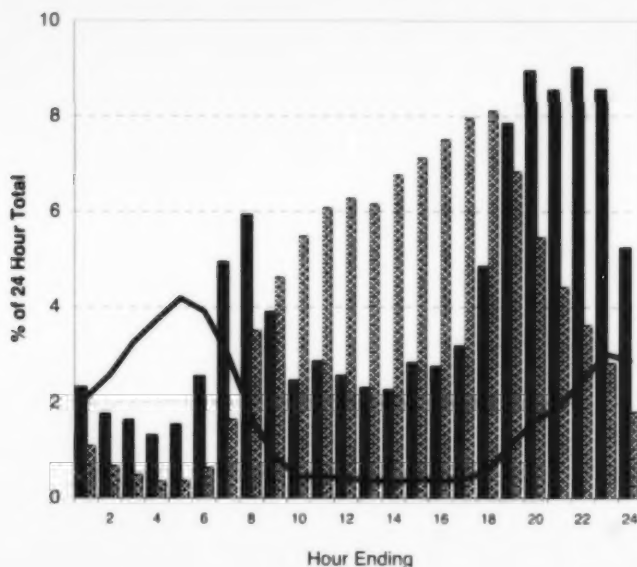
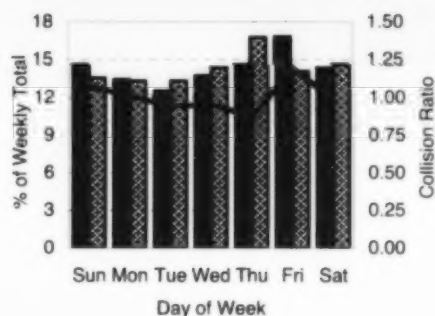


Figure 2.5

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways ** Traffic On Provincial Highways *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day and Day of Week

Table 2.3

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	233	132	113	120	146	178	264	1,186	2.4
1 to 2 a.m.	179	78	67	65	71	100	210	770	1.6
2 to 3 a.m.	221	75	47	75	78	114	182	792	1.6
3 to 4 a.m.	139	66	40	49	59	65	178	596	1.2
4 to 5 a.m.	101	56	44	42	44	70	106	463	0.9
5 to 6 a.m.	88	109	76	58	94	84	110	619	1.2
6 to 7 a.m.	122	220	178	212	206	173	128	1,239	2.5
7 to 8 a.m.	118	347	365	371	380	343	156	2,080	4.2
8 to 9 a.m.	117	345	398	443	480	406	187	2,376	4.8
9 to 10 a.m.	143	242	228	267	283	251	223	1,637	3.3
10 to 11 a.m.	206	288	288	295	296	333	294	2,000	4.0
11 a.m. to 12 p.m.	205	290	306	303	328	387	296	2,115	4.3
12 to 1 p.m.	265	368	450	469	419	480	317	2,768	5.6
1 to 2 p.m.	265	323	336	386	383	407	358	2,458	5.0
2 to 3 p.m.	288	331	355	388	408	456	417	2,643	5.3
3 to 4 p.m.	306	456	473	540	454	594	364	3,187	6.4
4 to 5 p.m.	294	471	500	548	555	599	348	3,315	6.7
5 to 6 p.m.	296	440	504	561	573	567	349	3,290	6.6
6 to 7 p.m.	318	411	428	486	446	488	414	2,991	6.0
7 to 8 p.m.	365	388	353	403	412	525	419	2,865	5.8
8 to 9 p.m.	400	345	319	345	383	498	388	2,678	5.4
9 to 10 p.m.	415	310	341	343	391	455	385	2,640	5.3
10 to 11 p.m.	300	261	288	301	321	474	408	2,353	4.8
11 p.m. to 12 a.m.	218	156	191	205	204	367	358	1,699	3.4
Not Stated	122	105	91	93	88	130	134	763	1.5
Total	5,724	6,613	6,779	7,368	7,502	8,544	6,993	49,523	
Per cent	11.6	13.4	13.7	14.9	15.1	17.3	14.1		100

Major Contributing Factors

Contents:

		Page
Figure	3.1 Major Contributing Factors by Collision Severity	15
	3.2 Major Contributing Factors in Collisions by Road System	18
Table	3.1 Top 10 Contributing Factors in Fatal Collisions in 2007	14
	3.2 Count of Human Condition Factors by Severity of Collision	15
	3.3 Count of Human Action Factors by Severity of Collision	15
	3.4 Count of Vehicle Condition Factors by Severity of Collision	16
	3.5 Count of Environmental Condition Factors by Severity of Collision	16
	3.6 Count of Human Condition Factors by Road System	17
	3.7 Count of Human Action Factors by Road System	17
	3.8 Count of Vehicle Condition Factors by Road System	17
	3.9 Count of Environmental Condition Factors by Road System	18

Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies, the causal factors are assigned by the investigating officer. Incidents reported through SGI's Dial-a-Claim are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2007, a total of 63,690 factors contributed to 49,523 collisions. The numbers in these figures represent the number of occurrences of each factor.

Driver inattention and driver distraction account for 24.3 per cent of all factors reported. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (45.3%) than in all collisions (31.7%). Human condition and human action account for 59 per cent of all factors in collisions, as compared to 88 per cent of factors in fatal crashes.

Figure 3.2 summarizes the factors by road system. Seventy-nine per cent of urban collisions are attributed to human factors, while environmental conditions, mainly animal actions, are more prevalent in rural collisions (71%).

Top 10 Contributory Factors in Fatal Collisions During 2007

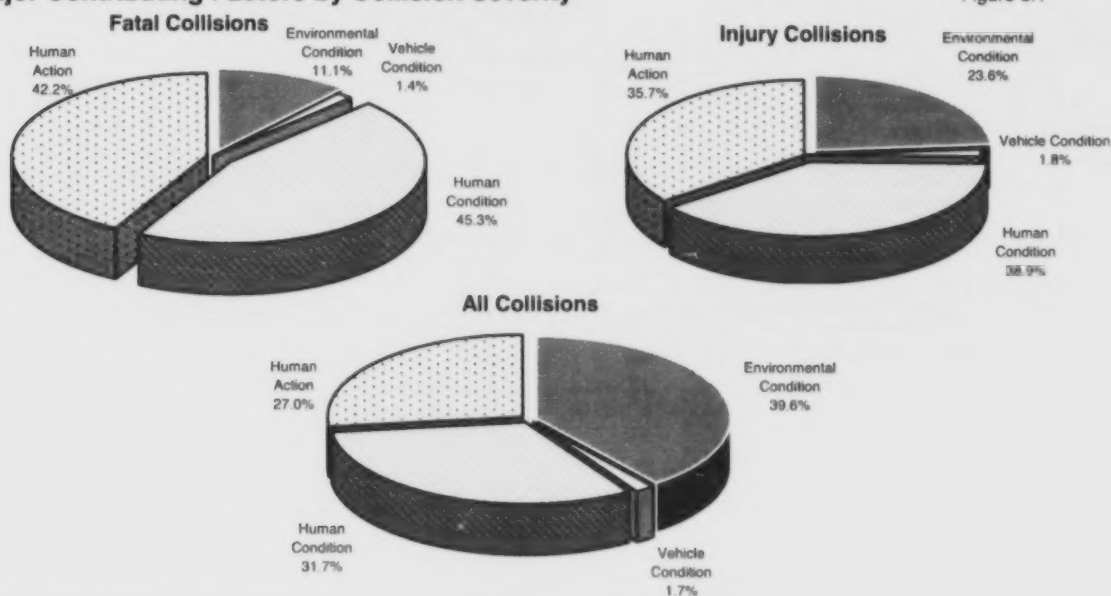
Table 3.1

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	4	25	8	8	45	15.7
Inattentive	7	26	6	3	42	14.6
Fail To Yield/Traffic Control Disregarded	5	12	8	0	25	8.7
Driving Too Fast For Conditions	2	10	7	3	22	7.7
Exceeding Speed Limit	4	12	4	0	20	7.0
Careless Driving/Stunting	4	8	3	2	17	5.9
Other Human Conditions	3	12	0	0	15	5.2
Other Human Action	1	9	0	0	10	3.5
Road Condition Surface Or Structure	0	5	3	1	9	3.1
Driver Inexperience/Confusion	1	4	3	0	8	2.8

Major Contributing Factors – SECTION 3

Major Contributing Factors by Collision Severity

Figure 3.1



Count of Human Condition Factors by Severity of Collision

Table 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	12,049	1,936	42	14,027	22.0
Driver Distraction	1,148	311	7	1,464	2.3
Had Been Drinking	517	205	22	744	1.2
Driving While Impaired	532	315	23	870	1.4
Extreme Fatigue	46	21	3	70	0.1
Fell Asleep	139	58	6	203	0.3
Driver Inexperience/Confusion	1,566	376	8	1,950	3.1
Lost Consciousness/Sudden Illness	44	38	0	82	0.1
Physical/Medical Disability	46	31	2	79	0.1
Drugs (Prescription or Illegal)	33	27	2	62	0.1
Defective Eyesight/Hearing	17	15	0	32	0.1
Other Human Conditions	476	123	15	614	1.0
Total	16,611	3,456	130	20,197	31.7

Count of Human Action Factors by Severity of Collision

Table 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,319	800	17	3,136	4.9
Traffic Control Device Disregarded	748	318	8	1,074	1.7
Following Too Closely	1,757	390	1	2,148	3.4
Driving Too Fast for Conditions	3,215	490	22	3,727	5.9
Exceeding Speed Limit	201	157	20	378	0.6
Turning Improperly	865	123	2	990	1.6
Passing or Improper Lane Usage	969	106	8	1,083	1.7
Backing Unsafely	1,562	35	0	1,597	2.5
Fail to Signal	39	7	0	46	0.1
Driving Wrong Way in One Way Traffic	25	11	4	40	0.1
Taking Evasive Action	1,098	281	7	1,386	2.2
Careless Driving/Stunting	563	185	17	765	1.2
Pedestrian Action Contributed	8	72	5	85	0.1
Other Human Action	572	191	10	773	1.2
Total	13,941	3,166	121	17,228	27

Major Contributing Factors – SECTION 3

Count of Vehicle Condition Factors by Severity of Collision

Table 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	73	26	1	100	0.2
Defective Lights	9	10	2	21	0.0
Defective Exhaust System	2	0	0	2	0.0
Load Shifted/Spilled	122	17	0	139	0.2
Vehicle Overloaded/Improperly Loaded	90	7	1	98	0.2
Defective Steering	28	6	0	34	0.1
Defective Suspension/Wheel Failure	54	7	0	61	0.1
Defective Tires/Tire Blowout	170	20	0	190	0.3
Defective Engine/Power Train/Wiring	32	4	0	36	0.1
Jackknife/Trailer Swing	73	9	0	82	0.1
View from Vehicle Obstructed	81	16	0	97	0.2
Other Vehicle Condition/Defective	166	24	0	190	0.3
Lights Not On	10	10	0	20	0.0
Total	910	156	4	1,070	1.7

Count of Environmental Condition Factors by Severity of Collision

Table 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	11,861	260	0	12,121	19.0
Animal Action (Domestic)	317	32	1	350	0.5
Road Condition (Surface or Structure)	6,950	817	9	7,776	12.2
Loose Gravel	274	143	6	423	0.7
Snow Drift	485	82	0	567	0.9
Obstruction/Debris on Road	409	25	1	435	0.7
View Obstructed/Limited	391	103	6	500	0.8
Sun Glare	136	58	4	198	0.3
Construction Zone	77	32	0	109	0.2
Soft or Defective Shoulders	95	34	1	130	0.2
Lane Marking Inadequate	10	3	0	13	0.0
Traffic Control Device Not Working	9	10	0	19	0.0
Weather Conditions	1,105	292	4	1,401	2.2
Uninvolved Vehicle	546	110	0	656	1.0
Uninvolved Pedestrian	47	18	0	65	0.1
Other Environmental Condition	356	76	0	432	0.7
Total	23,068	2,095	32	25,195	39.6

Major Contributing Factors – SECTION 3

Count of Human Condition Factors by Road System

Table 3.6

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	12,421	914	541	151	14,027	22.0
Driver Distraction	1,155	185	99	25	1,464	2.3
Had Been Drinking	502	120	71	51	744	1.2
Driving While Impaired	598	154	49	69	870	1.4
Extreme Fatigue	30	36	3	1	70	0.1
Fell Asleep	32	145	25	1	203	0.3
Driver Inexperience/Confusion	1,223	334	342	51	1,950	3.1
Lost Consciousness/Sudden Illness	53	21	7	1	82	0.1
Physical/Medical Disability	53	20	6	0	79	0.1
Drugs (Prescription or Illegal)	41	16	3	2	62	0.1
Defective Eyesight/Hearing	22	9	1	0	32	0.1
Other Human Conditions	486	76	35	17	614	1.0
Total	16,616	2,030	1,182	369	20,197	31.7

Count of Human Action Factors by Road System

Table 3.7

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,892	161	70	13	3,136	4.9
Traffic Control Device Disregarded	994	56	23	1	1,074	1.7
Following Too Closely	2,049	78	14	7	2,148	3.4
Driving Too Fast for Conditions	2,653	524	448	102	3,727	5.9
Exceeding Speed Limit	255	79	34	10	378	0.6
Turning Improperly	910	55	18	7	990	1.6
Passing or Improper Lane Usage	933	130	12	8	1,083	1.7
Backing Unsafely	1,515	27	31	24	1,597	2.5
Fail to Signal	30	12	3	1	46	0.1
Driving Wrong Way in One Way Traffic	32	7	0	1	40	0.1
Taking Evasive Action	676	383	249	78	1,386	2.2
Careless Driving/Stunting	580	98	59	28	765	1.2
Pedestrian Action Contributed	77	6	2	11	96	0.2
Other Human Action	588	111	15	22	736	1.2
Total	14,184	1,727	978	313	17,202	27

Count of Vehicle Condition Factors by Road System

Table 3.8

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	71	16	4	0	91	0.1
Defective Lights	10	9	2	0	21	0.0
Defective Exhaust System	0	2	0	0	2	0.0
Load Shifted/Spilled	49	58	0	3	110	0.2
Vehicle Overloaded/Improperly Loaded	40	43	3	2	88	0.1
Defective Steering	19	10	0	1	30	0.0
Defective Suspension/Wheel Failure	10	36	0	3	49	0.1
Defective Tires/Tire Blowout	40	102	3	8	153	0.2
Defective Engine/Power Train/Wiring	20	10	0	0	30	0.0
Jackknife/Trailer Swing	19	39	0	5	63	0.1
View from Vehicle Obstructed	78	11	1	0	90	0.1
Other Vehicle Condition/Defective	108	52	4	6	170	0.3
Lights Not On	10	8	0	0	18	0.0
Total	474	396	17	28	915	1.4

Major Contributing Factors – SECTION 3

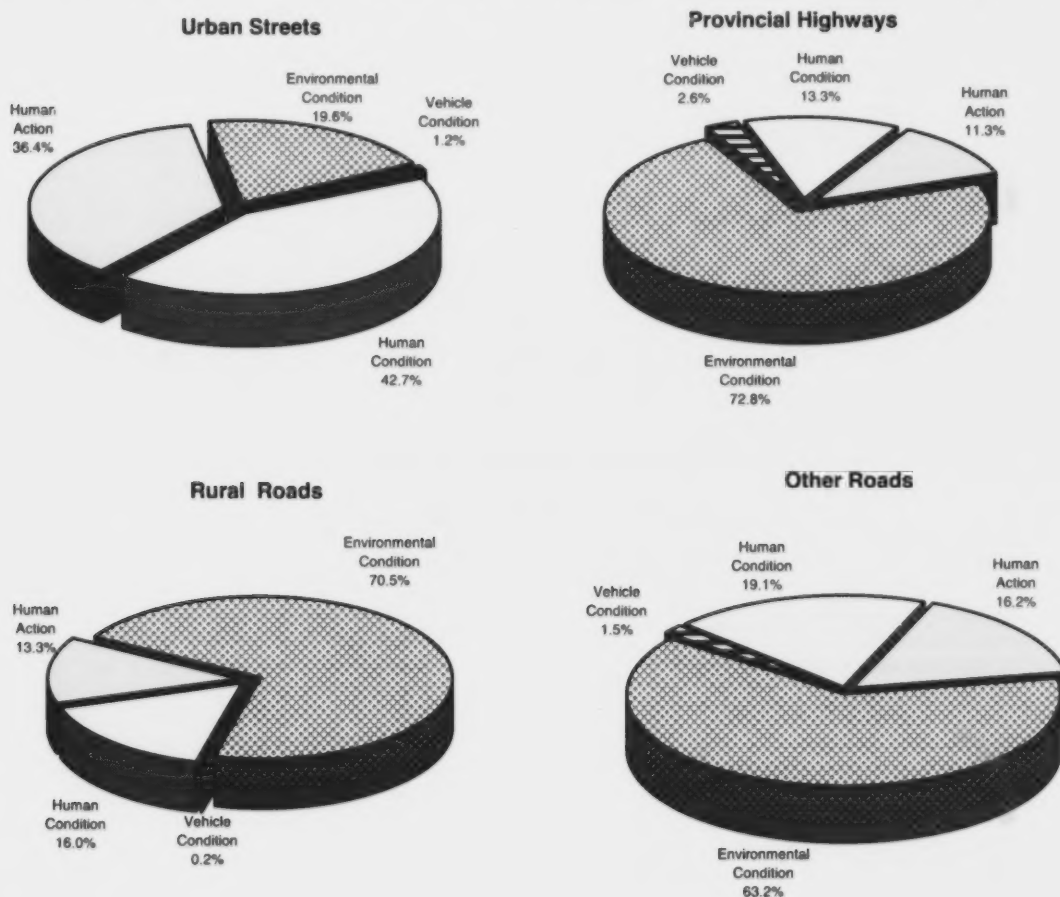
Count of Environmental Condition Factors by Road System

Table 3.9

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	218	7,994	3,304	605	12,121	19.0
Animal Action (Domestic)	46	123	124	57	350	0.5
Road Condition (Surface or Structure)	5,352	1,324	822	278	7,776	12.2
Loose Gravel	53	82	251	37	423	0.7
Snow Drift	227	159	149	32	567	0.9
Obstruction/Debris on Road	107	215	83	30	435	0.7
View Obstructed/Limited	261	128	71	40	500	0.8
Sun Glare	151	34	11	2	198	0.3
Construction Zone	36	52	15	6	109	0.2
Soft or Defective Shoulders	11	43	62	14	130	0.2
Lane Marking Inadequate	3	6	4	0	13	0.0
Traffic Control Device Not Working	7	2	8	2	19	0.0
Weather Conditions	598	602	150	51	1,401	2.2
Uninvolved Vehicle	337	239	53	27	656	1.0
Uninvolved Pedestrian	61	1	0	3	65	0.1
Other Environmental Condition	177	136	86	33	432	0.7
Total	7,645	11,140	5,193	1,217	25,195	39.6

Major Contributing Factors in Collisions by Road System

Figure 3.2



Environmental Factors

Contents:

		Page
Figure	4.1 Collisions by Road Surface Condition	21
	4.2 Collisions by Light Condition	21
	4.3 Collisions by Weather Condition	21
Table	4.1 Collisions by Road Surface Condition and Severity	21
	4.2 Collisions by Light Condition and Severity	21
	4.3 Collisions by Weather Condition and Severity	21
	4.4 Intersection-Related Collisions by Severity	22
	4.5 Non-Intersection-Related Collisions by Severity	22
	4.6 Collisions by Configuration and Severity	23
	4.7 Collisions by Configuration and Road System	23
	4.8 Vehicles in Collisions by Roadway Alignment and Severity	24
	4.9 Collision Events by Severity of Collision	24
	4.10 Collision Events by Road System	25
	4.11 Vehicles in Collisions by Road Characteristics and Severity	25

Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Tables 4.1 to 4.3 and Table 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (47%), clear weather (34%), daylight (50%) and on a straight/level stretch of road (41%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 55 per cent of collisions where a weather condition is "not stated."

Tables 4.6 and 4.7 provide a breakdown of the types of collisions by single and multiple vehicles configurations. Single vehicle collisions account for 89 per cent of the collisions on rural roads, 87 per cent on provincial highways and 23 per cent on urban streets.

Table 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or movable object, overturning and jackknifing.

Environmental Factors – SECTION 4

Figure 4.1
Collisions by Road Surface Condition

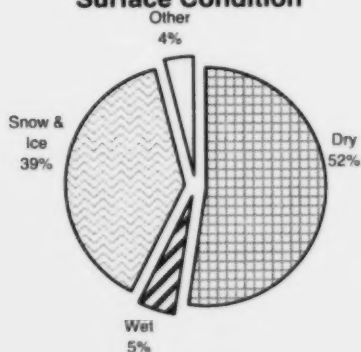


Figure 4.2
Collisions by Light Condition

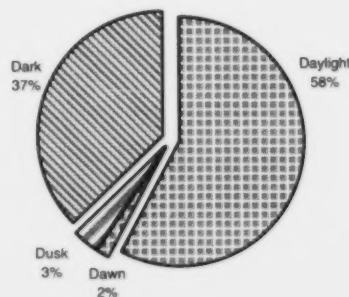
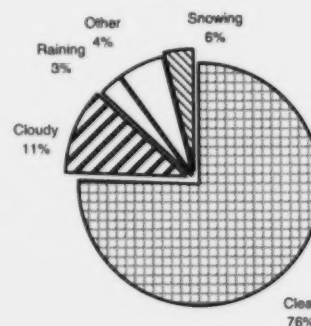


Figure 4.3
Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Table 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	20,345	2,643	82	23,070	46.6
Wet	1,831	362	4	2,197	4.4
Loose Snow	548	141	2	691	1.4
Packed Snow/Ice	15,051	1,299	11	16,361	33.0
Loose Gravel or Sand	1,011	334	23	1,368	2.8
Muddy	100	26	1	127	0.3
Slush	122	27	0	149	0.3
Fresh Oil	4	2	0	6	0.0
Not Stated	5,365	186	3	5,554	11.2
Total	44,377	5,020	126	49,523	100

Collisions by Light Condition and Severity

Table 4.2

Natural/Artificial Light* Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	21,431	3,224	62	24,717	49.9
Dawn	589	116	4	709	1.4
Dusk	1,211	221	5	1,437	2.9
Dark/No Lighting*	9,819	599	39	10,457	21.1
Dark/Lighting On*	4,829	646	14	5,489	11.1
Not Stated	6,498	214	2	6,714	13.6
Total	44,377	5,020	126	49,523	100

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Table 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	13,494	3,367	93	16,954	34.2
Cloudy	1,853	665	19	2,537	5.1
Raining	508	154	2	664	1.3
Snowing	1,125	266	4	1,395	2.8
Sleet/Hail/Freezing Rain	96	42		138	0.3
Fog/Smoke/Smog	167	42		209	0.4
Drifting Snow/Dust	292	76	3	371	0.7
Strong Winds	112	33	2	147	0.3
Not Stated	26,730	375	3	27,108	54.7
Total	44,377	5,020	126	49,523	100

Environmental Factors – SECTION 4

Intersection-Related Collisions by Severity

Table 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	11,407	2,185	12	13,604
Street/Highway	62	22	0	84
Street/Grid-Municipal Road	48	11	0	59
Street/Private Approach, Driveway	1,990	145	1	2,136
Street/Alley, Other Road	463	45	0	508
Lane Alley/Lane Alley	105	10	0	115
Lane Alley/Private Approach, Driveway	77	2	0	79
Highway/Highway	541	106	15	662
Highway/Grid-Municipal Road	155	74	1	230
Highway/Private Approach, Driveway	44	34	2	80
Highway/Other Road	7	0	0	7
Grid-Municipal Road/Grid-Municipal Road	482	66	8	556
Grid-Municipal Road/Private Approach, Driveway	60	12	1	73
Grid-Municipal Road/Other Road	70	13	0	83
Other Road/Private Approach, Driveway	52	6	0	58
Total Intersection Related	15,563	2,731	40	18,334

Non-Intersection-Related Collisions by Severity

Table 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-intersection (Urban)	11,399	780	5	12,184
Non-intersection (Highway)	9,544	823	53	10,420
Non-intersection (Rural)	4,534	395	14	4,943
Non-intersection (Other Road)	1,061	99	9	1,169
Railroad level crossing (Urban)	58	13	1	72
Railroad level crossing (Highway)	28	5	0	33
Railroad level crossing (Rural)	16	9	1	26
Railroad level crossing (Other Road)	1	0	0	1
Bridge or Overpass (Urban)	213	37	1	251
Bridge or Overpass (Highway)	66	15	0	81
Bridge or Overpass (Rural)	12	4	0	16
Bridge or Overpass (Other Road)	10	1	0	11
Tunnel or Underpass (Urban)	44	5	0	49
Tunnel or Underpass (Highway)	3	3	0	6
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	22	3	0	25
Passing Lane/Climbing Lane (Highway)	8	2	0	10
Passing Lane/Climbing Lane (Rural)	2	1	0	3
Passing Lane/Climbing Lane (Other Road)	0	0	0	0
Ramp (Urban)	81	25	0	106
Ramp (Highway)	3	3	0	6
Ramp (Rural Road)	0	0	0	0
Ramp (Other Road)	0	0	0	0
Off Roadway (Urban)	34	3	0	37
Off Roadway (Highway)	9	3	0	12
Off Roadway (Rural)	22	3	1	26
Off Roadway (Other Road)	12	3	0	15
Other/Not Stated (Urban)	950	27	0	977
Other/Not Stated (Highway)	383	12	0	395
Other/Not Stated (Rural)	185	6	0	191
Other/Not Stated (Other Road)	114	9	1	124
Total Non-Intersection Related	28,814	2,289	86	31,189
Totals	44,377	5,020	126	49,523

Environmental Factors – SECTION 4

Collisions by Configuration and Severity

Table 4.6

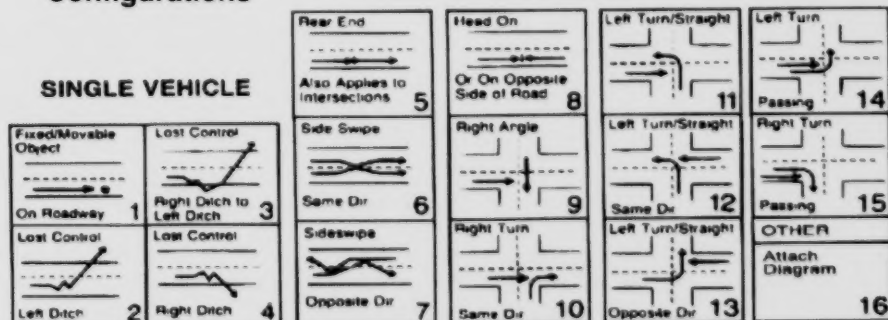
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	14,618	528	21	15,167	30.6
2 Lost Control Left Ditch	1,287	395	12	1,694	3.4
3 Lost Control Right to Left	412	195	8	615	1.2
4 Lost Control Right Ditch	2,759	711	24	3,494	7.1
Single Vehicle Total	19,076	1,829	65	20,970	42.3
5 Rear End	6,838	1,319	5	8,162	16.5
6 Side Swipe Same Direction	2,871	122	1	2,994	6.0
7 Side Swipe Opposite Direction	530	50	4	584	1.2
8 Head On	248	98	22	368	0.7
9 Right Angle	3,151	741	19	3,911	7.9
10 Right Turn Same Direction	276	28		304	0.6
11 Left Turn/Straight	619	138	2	759	1.5
12 Left Turn/Straight - Same Direction	243	24	1	268	0.5
13 Left Turn/Straight - Opposite Direction	1,343	370	2	1,715	3.5
14 Left Turn Passing	158	34	1	193	0.4
15 Right Turn Passing	175	15		190	0.4
Multiple Vehicle Total	16,452	2,939	57	19,448	39.3
16 Other Single or Multiple Vehicle	8,849	252	4	9,105	18.4
Total	44,377	5,020	126	49,523	100

Collisions by Configuration and Road System

Table 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	2,437	8,361	3,608	761	15,167	30.6
2 Lost Control Left Ditch	453	660	477	104	1,694	3.4
3 Lost Control Right to Left	197	238	160	20	615	1.2
4 Lost Control Right Ditch	1,158	1,145	953	238	3,494	7.1
Single Vehicle Total	4,245	10,404	5,198	1,123	20,970	42.3
5 Rear End	7,725	338	63	36	8,162	16.5
6 Side Swipe Same Direction	2,807	151	18	18	2,994	6.0
7 Side Swipe Opposite Direction	435	98	33	18	584	1.2
8 Head On	274	59	17	18	368	0.7
9 Right Angle	3,666	138	80	27	3,911	7.9
10 Right Turn Same Direction	291	8	3	2	304	0.6
11 Left Turn/Straight	710	41	7	1	759	1.5
12 Left Turn/Straight - Same Direction	251	16	1	0	268	0.5
13 Left Turn/Straight - Opposite Direction	1,665	42	2	6	1,715	3.5
14 Left Turn Passing	133	51	7	2	193	0.4
15 Right Turn Passing	180	8	1	1	190	0.4
Multiple Vehicle Total	18,137	950	232	129	19,448	39.3
16 Other - Single or Multiple Vehicle	7,871	600	418	216	9,105	18.4
Total	30,253	11,954	5,848	1,468	49,523	100

*Collision Configurations



Environmental Factors – SECTION 4

Vehicles in Collisions by Roadway Alignment and Severity

Table 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	25,253	6,371	124	31,748	41.0
Straight/Steep Incline or Decline	267	144	4	415	0.5
Straight/Top of Hill (Crest)	209	68	1	278	0.4
Straight/Bottom of Hill (Sag)	160	49	0	209	0.3
Curved/Level or Near Level	1,121	400	20	1,541	2.0
Curved/Steep Incline or Decline	127	54	1	182	0.2
Curved/Top of Hill (Crest)	60	28	0	88	0.1
Curved/Bottom of Hill (Sag)	29	23	1	53	0.1
Dead End/Level or Near Level	37	12	0	49	0.1
Dead End/Steep Incline or Decline	3	0	0	3	0.0
Dead End/Top of Hill (Crest)	5	1	0	6	0.0
Dead End/Bottom of Hill (Sag)	3	0	0	3	0.0
Not Stated	41,063	1,691	55	42,809	55.3
Total	68,337	8,841	206	77,384	100

Collision Events by Severity of Collision

Table 4.9

Hit Fixed Object	Property Damage	Personal Injury	Fatal	Total	%
Approach	116	76	7	199	0.3
Traffic Barricade	43	9	0	52	0.1
Building/Wall	172	17	1	190	0.3
Bridge Structure	115	18	0	133	0.2
Crash Cushions/Impact Attenuator	26	8	0	34	0.1
Culvert	42	16	0	58	0.1
Curbing	1,017	110	2	1,129	1.7
Delineator Post	52	0	0	52	0.1
Ditch Bottom/Back Slope	1,391	465	10	1,866	2.9
Debris on Road	400	11	0	411	0.6
Fence	414	34	1	449	0.7
Fire Hydrant, Parking Meter, Utility Box	96	5	0	101	0.2
Gravel Pile	38	13	0	51	0.1
Guard Rail	237	33	0	270	0.4
Lamp Support (Traffic Signal, Street Light)	359	80	2	441	0.7
Raised Median/Barrier	248	62	1	311	0.5
Power/Telephone Pole	291	39	0	330	0.5
Rock Face/Rocks on Road	239	7	0	246	0.4
Sign Post	440	39	1	480	0.7
Snow Bank/Drift	1,262	106	2	1,370	2.1
Tree/Bush	523	101	3	627	1.0
Other Fixed Object	1,067	68	3	1,138	1.8
Subtotal Fixed Objects	8,588	1,317	33	9,938	15.4
Hit Movable Object					
Another Road Vehicle	23,140	3,090	60	26,290	40.7
Animal	12,010	218	1	12,229	18.9
Pedestrian	31	299	15	345	0.5
Railroad Train	12	10	2	24	0.0
Other Movable Object	685	32	0	717	1.1
Subtotal Movable Objects	35,878	3,649	78	39,605	61.3
Non-Collision Event					
Ran Off Road	5,301	1,308	73	6,682	10.3
Overtaken	1,365	957	45	2,367	3.7
Fire/Explosion	44	7	6	57	0.1
Submersion	98	19	3	120	0.2
Skidding/Sliding/Spinning	4,040	1,001	41	5,082	7.9
Load Spill	65	20	0	85	0.1
Jackknife/Trailer Swing	140	16	2	158	0.2
Other Non-Collision Events	500	55	0	555	0.9
Subtotal Non-Collision Events	11,553	3,383	170	15,106	23.4
Grand Total	56,019	8,349	281	64,649	100

Environmental Factors – SECTION 4

Collision Events by Road System

Table 4.10

Hit Fixed Object	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	24	98	62	15	199	0.3
Traffic Barricade	41	9	2	0	52	0.1
Building/Wall	182	4	1	3	190	0.3
Bridge Structure	82	33	12	6	133	0.2
Crash Cushions/Impact Attenuator	26	2	6	0	34	0.1
Culvert	19	20	16	3	58	0.1
Curbing	1,119	7	0	3	1,129	1.7
Delineator Post	47	3	2	0	52	0.1
Ditch Bottom/Back Slope	155	937	655	119	1,866	2.9
Debris on Road	108	212	75	16	411	0.6
Fence	257	44	121	27	449	0.7
Fire Hydrant, Parking Meter, Utility Box	96	2	2	1	101	0.2
Gravel Pile	13	9	26	3	51	0.1
Guard Rail	219	40	4	7	270	0.4
Lamp Support (Traffic Signal, Street Light)	413	23	1	4	441	0.7
Raised Median/Barrier	293	16	1	1	311	0.5
Power/Telephone Pole	285	23	15	7	330	0.5
Rock Face/Rocks on Road	43	76	91	36	246	0.4
Sign Post	352	92	32	4	480	0.7
Snow Bank/Drift	859	195	241	75	1,370	2.1
Tree/Bush	380	66	116	65	627	1.0
Other Fixed Objects	763	156	146	73	1,138	1.8
Subtotal - Fixed Objects	5,776	2,067	1,627	468	9,938	15.4
Hit Movable Object						
Another Road Vehicle	24,620	1,112	314	244	26,290	40.7
Animal	242	8,036	3,328	623	12,229	18.9
Pedestrian	311	14	1	19	345	0.5
Railroad Train	9	4	11	0	24	0.0
Other Movable Objects	364	236	90	27	717	1.1
Subtotal - Movable Objects	25,546	9,402	3,744	913	39,605	61.3
Non-Collision Event						
Ran Off Road	2,485	2,132	1,672	393	6,682	10.3
Overturned	230	1,126	854	157	2,367	3.7
Fire/Explosion	9	29	17	2	57	0.1
Submersion	11	45	50	14	120	0.2
Skidding/Sliding/Spinning	2,532	1,406	893	251	5,082	7.9
Load Spill	23	45	17	0	85	0.1
Jackknife/Trailer Swing	12	99	38	9	158	0.2
Other Non-Collision Events	230	209	84	32	555	0.9
Subtotal - Non-Collision Events	5,532	5,091	3,625	858	15,106	23.4
Grand Total	36,854	16,560	8,996	2,239	64,649	100

Vehicles in Collisions by Road Characteristics and Severity

Table 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	1,241	379	6	1,626	2.1
Undivided Two Way	19,354	3,961	139	23,454	30.3
Divided Raised Median	4,535	1,979	8	6,522	8.4
Divided Depressed/Painted Median	3,079	1,163	31	4,273	5.5
Other	746	182	3	931	1.2
Not Stated	39,382	1,177	19	40,578	52.4
Total	68,337	8,841	206	77,384	100

TAIS records up to three events in order of sequence for each vehicle involved in a collision.

Tables 4.9 and 4.10 summarize the 64,649 events that were recorded in 49,523 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Driver Factors

Contents:

		Page
Figure	5.1 Drivers in Collisions and Relative Risk by Driver Age	30
	5.2 Convictions and Collisions by Age Group	38
Table	5.1 Licensed Drivers and Drivers in Collisions by Driver Age	29
	5.2 Licensed Drivers by Age, Gender and Year	31
	5.3 Drivers in Collisions by Age, Gender and Year	32
	5.4 Drivers in Collisions by Age, Collision Severity and Year	32
	5.5 Number of Charges Resulting from Collisions by Severity of Collision	33
	5.6 Number of Occurrences of Human Action by Age	33
	5.7 Number of Charges Resulting from Collisions by Age	34
	5.8 Number of Occurrences of Human Condition by Age	34
	5.9 Number of Drivers Involved in Collisions by Licence Class and Age	35
	5.10 Number of Drivers Involved in Collisions by Year and Age	35
	5.11 Convictions – 2002 to 2007	36
	5.12 Criminal Code Convictions – 2002 to 2007	37
	5.13 Convictions, Licensed Drivers and Drivers in Collisions by Age Group	38

Driver Factors

Driver factors captured for collisions include age and gender of the driver, traffic charges laid, human action contributing to the collision and driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used in programs directed at identifying those more likely to cause collisions, and working to address the behaviours, which increase their collision risk.

Driver Improvement Program

SGL's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers that are incurring convictions, or are involved in at-fault collisions, to develop and maintain safe driving habits. SGL uses a demerit system for tracking driver performance.

SGL sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault collisions are required to attend a Traffic Safety Workshop or an interview with an SGL driver examiner. Further convictions or at-fault collisions may result in the driver being required to take a road test, a defensive driving course or Driver Improvement Training. Subsequent convictions or at-fault collisions may result in licence restrictions or suspensions.

Graduated Driver's Licensing Program

The Graduated Driver's Licensing (GDL) Program was implemented in September 2005. It was designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program: a nine-month Learner stage, a six-month Novice 1 stage and a 12-month Novice 2 stage. Program restrictions relax as drivers advance through these stages. Drivers in the Novice 2 stage must remain free of at-fault collisions, traffic convictions and suspensions in order to graduate to a full licence.

Saskatchewan has a zero alcohol tolerance level for new drivers.

An evaluation on the initial effects of the program was undertaken during the first cycle of the program. Results indicate that GDL drivers of all ages had an 18 per cent reduction in at-fault crash risk. Program restrictions also appear to have a positive effect in reducing at-fault collisions specifically among young drivers. Particularly, nighttime crash risk was reduced by 52 per cent after the implementation of the program.

Driver Factors – SECTION 5

Licensed Drivers and Drivers in Collisions by Driver Age

Table 5.1

Age	Licensed Drivers			Drivers In 2007 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision Rates	Relative Risk
<16	3,955	3,867	7,822	85	70	0	155	123	29	3	155	19.82	0.20
16	5,800	5,482	11,282	1,232	917	1	2,150	1,880	267	3	2,150	190.57	1.88
17	6,325	5,934	12,259	1,428	923	0	2,351	1,995	350	6	2,351	191.78	1.89
18	6,550	6,251	12,801	1,449	957	0	2,406	2,061	339	6	2,406	187.95	1.86
19	6,289	6,079	12,368	1,390	781	2	2,173	1,859	307	7	2,173	175.70	1.73
20	6,186	6,043	12,229	1,266	744	1	2,011	1,711	294	6	2,011	164.45	1.62
21	6,275	6,058	12,333	1,170	715	0	1,885	1,643	240	2	1,885	152.84	1.51
22	6,493	6,149	12,642	1,130	733	2	1,865	1,621	239	5	1,865	147.52	1.46
23	6,191	5,968	12,159	1,036	621	1	1,658	1,449	206	3	1,658	136.36	1.35
24	6,075	6,033	12,108	975	619	1	1,595	1,405	187	3	1,595	131.73	1.30
25	5,903	5,913	11,816	868	582	3	1,453	1,269	183	1	1,453	122.97	1.21
26	5,882	5,643	11,525	859	485	0	1,344	1,172	171	1	1,344	116.62	1.15
27	5,707	5,356	11,063	796	473	0	1,269	1,114	153	2	1,269	114.71	1.13
28	5,626	5,541	11,167	744	424	3	1,171	1,022	146	3	1,171	104.86	1.04
29	5,331	5,280	10,611	706	441	2	1,149	1,007	139	3	1,149	108.28	1.07
30	5,459	5,345	10,804	715	331	0	1,046	908	135	3	1,046	96.82	0.96
31	5,249	5,247	10,496	648	439	1	1,088	929	156	3	1,088	103.66	1.02
32	5,274	5,163	10,437	683	469	0	1,152	1,004	144	4	1,152	110.38	1.09
33	5,186	5,146	10,332	662	424	3	1,089	952	131	6	1,089	105.40	1.04
34	5,018	5,099	10,117	614	414	2	1,030	885	141	4	1,030	101.81	1.01
35	5,181	5,050	10,231	637	421	1	1,059	918	138	3	1,059	103.51	1.02
36	5,127	5,185	10,312	606	369	1	976	839	135	2	976	94.65	0.93
37	5,164	5,156	10,320	578	383	1	962	798	161	3	962	93.22	0.92
38	5,173	5,278	10,451	614	393	0	1,007	890	114	3	1,007	96.35	0.95
39	5,271	5,283	10,554	579	411	3	993	863	125	5	993	94.09	0.93
40	5,272	5,199	10,471	634	449	0	1,083	936	142	5	1,083	103.43	1.02
41	5,562	5,591	11,153	614	422	1	1,037	912	123	2	1,037	92.98	0.92
42	6,039	6,033	12,072	664	472	0	1,136	986	149	1	1,136	94.10	0.93
43	6,449	6,706	13,155	788	528	2	1,318	1,149	164	5	1,318	100.19	0.99
44	6,926	6,970	13,896	743	476	0	1,219	1,090	123	6	1,219	87.72	0.87
45	6,964	7,083	14,047	696	463	1	1,160	1,019	138	3	1,160	82.58	0.82
46	7,162	7,008	14,170	773	470	2	1,245	1,076	164	5	1,245	87.86	0.87
47	7,193	7,055	14,248	739	454	0	1,193	1,046	145	2	1,193	83.73	0.83
48	7,279	7,113	14,392	725	400	0	1,125	979	143	3	1,125	78.17	0.77
49	7,070	6,991	14,061	699	402	0	1,101	967	128	6	1,101	78.30	0.77
50	7,290	6,993	14,283	745	390	1	1,136	1,005	130	1	1,136	79.54	0.79
51	7,042	6,729	13,771	714	389	0	1,103	952	149	2	1,103	80.10	0.79
52	7,248	6,873	14,121	706	411	2	1,119	988	128	3	1,119	79.24	0.78
53	7,048	6,757	13,805	665	365	0	1,030	913	117	0	1,030	74.61	0.74
54	6,579	6,331	12,910	574	313	0	887	812	74	1	887	68.71	0.68
55	6,288	5,846	12,134	555	295	0	850	743	105	2	850	70.05	0.69
56	5,964	5,470	11,434	510	286	0	796	701	88	7	796	69.62	0.69
57	5,634	5,420	11,054	488	259	0	747	655	91	1	747	67.58	0.67
58	5,619	5,239	10,858	495	248	0	743	656	85	2	743	68.43	0.68
59	5,312	5,045	10,357	459	215	1	675	591	82	2	675	65.17	0.64
60	5,469	5,059	10,528	439	216	0	655	569	82	4	655	62.22	0.61
61	4,782	4,644	9,426	364	175	0	539	486	53	0	539	57.18	0.56
62	4,324	3,972	8,296	359	142	0	501	445	52	4	501	60.39	0.60

Driver Factors – SECTION 5

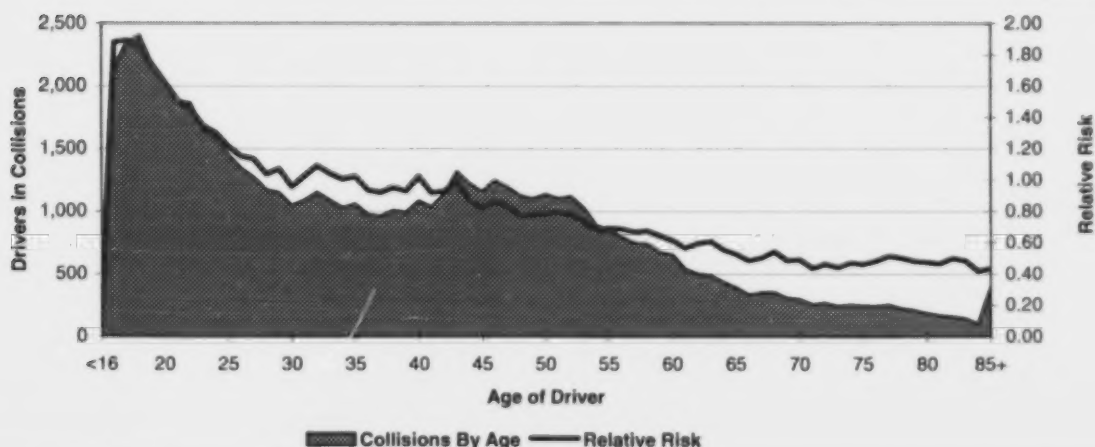
Age	Licensed Drivers			Drivers in 2007 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	4,052	3,843	7,895	328	157	1	486	433	51	2	486	61.56	0.61
64	3,978	3,765	7,743	311	124	0	435	383	51	1	435	56.18	0.55
65	3,726	3,631	7,357	271	121	0	392	346	45	1	392	53.28	0.53
66	3,464	3,323	6,787	225	108	0	333	291	41	1	333	49.06	0.48
67	3,593	3,327	6,920	250	100	2	352	321	30	1	352	50.87	0.50
68	3,267	3,155	6,422	243	109	0	352	304	47	1	352	54.81	0.54
69	3,194	3,043	6,237	199	108	0	307	271	33	3	307	49.22	0.49
70	2,975	2,985	5,960	199	97	0	296	262	34	0	296	49.66	0.49
71	3,007	2,796	5,803	180	76	0	256	228	28	0	256	44.12	0.44
72	2,943	2,760	5,703	173	94	0	267	249	17	1	267	46.82	0.46
73	2,770	2,654	5,424	165	77	0	242	211	29	2	242	44.62	0.44
74	2,718	2,572	5,290	166	86	0	252	220	32	0	252	47.64	0.47
75	2,710	2,515	5,225	164	80	0	244	207	35	2	244	46.70	0.46
76	2,572	2,360	4,932	167	74	0	241	215	25	1	241	48.86	0.48
77	2,466	2,366	4,832	167	84	0	251	216	32	3	251	51.95	0.51
78	2,284	2,108	4,392	151	72	0	223	204	15	4	223	50.77	0.50
79	2,162	2,113	4,275	137	71	0	208	175	33	0	208	48.65	0.48
80	2,007	1,848	3,855	125	60	0	185	164	21	0	185	47.99	0.47
81	1,844	1,705	3,549	103	64	0	167	152	15	0	167	47.06	0.46
82	1,631	1,478	3,109	111	45	1	157	136	20	1	157	50.50	0.50
83	1,542	1,380	2,922	99	44	0	143	120	22	1	143	48.94	0.48
84	1,262	1,150	2,412	64	38	0	102	92	10	0	102	42.29	0.42
85+	4,918	3,998	8,916	275	118	1	394	342	51	1	394	44.19	0.44
NS	0	0	0	211	72	5,754	6,037	5,782	251	4	6,037		
Total	350,290	338,551	688,841	40,102	23,858	5,797	69,757	61,317	8,253	187	69,757	101.27	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. e.g. the 16 year age group - $(2,150/11,282) \times 1,000 = 190.57$

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. e.g. for the 16 year age group - $190.57/101.27 = 1.88$

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.1



Driver Factors – SECTION 5

Licensed Drivers by Age, Gender and Year

Table 5.2

Age	2005			2006			2007		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	4,318	4,136	8,454	4,136	3,983	8,119	3,955	3,867	7,822
16	6,267	6,005	12,272	6,126	5,719	11,845	5,800	5,482	11,282
17	6,422	6,130	12,552	6,421	6,155	12,576	6,325	5,934	12,259
18	6,436	6,138	12,574	6,390	6,057	12,447	6,550	6,251	12,801
19	6,445	6,215	12,660	6,214	6,053	12,267	6,289	6,079	12,368
20	6,641	6,271	12,912	6,303	6,037	12,340	6,186	6,043	12,229
21	6,430	6,243	12,673	6,431	6,200	12,631	6,275	6,058	12,333
22	6,267	6,212	12,479	6,223	6,074	12,297	6,493	6,149	12,642
23	6,122	6,079	12,201	6,026	6,005	12,031	6,191	5,968	12,159
24	5,968	5,749	11,717	5,883	5,860	11,743	6,075	6,033	12,108
25 - 34	52,121	51,437	103,558	52,500	51,550	104,050	54,635	53,733	108,368
35 - 44	58,850	59,327	118,177	56,708	57,638	114,346	56,164	56,451	112,615
45 - 54	68,835	66,007	134,842	69,764	67,259	137,023	70,875	68,933	139,808
55 - 64	46,752	44,140	90,892	48,847	45,933	94,780	51,422	48,303	99,725
65 - 74	31,242	29,208	60,450	31,277	29,568	60,845	31,657	30,246	61,903
75 >	24,615	21,842	46,457	24,993	22,400	47,393	25,398	23,021	48,419
Total	343,731	331,139	674,870	344,242	332,491	676,733	350,290	338,551	688,841

Driver Factors – SECTION 5

Drivers In Collisions by Age, Gender and Year

Table 5.3

Age	2005				2006				2007			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	102	84	0	186	94	69	0	163	85	70	0	155
16	1,220	965	1	2,186	1,179	821	0	2,000	1,232	917	1	2,150
17	1,193	922	3	2,118	1,287	944	1	2,232	1,428	923	0	2,351
18	1,391	827	2	2,220	1,367	835	2	2,204	1,449	957	0	2,406
19	1,327	796	2	2,125	1,291	817	0	2,108	1,390	781	2	2,173
20	1,223	675	2	1,900	1,219	702	1	1,922	1,266	744	1	2,011
21	1,163	707	0	1,870	1,172	662	0	1,834	1,170	715	0	1,885
22	964	612	2	1,578	1,054	605	2	1,661	1,130	733	2	1,865
23	1,004	559	3	1,566	919	552	1	1,472	1,036	621	1	1,658
24	897	497	2	1,396	864	539	0	1,403	975	619	1	1,595
25 - 34	6,438	3,806	18	10,262	6,739	4,007	1	10,747	7,295	4,482	14	11,791
35 - 44	6,214	3,930	17	10,161	6,046	4,016	6	10,068	6,457	4,324	9	10,790
45 - 54	6,341	3,525	8	9,874	6,424	3,706	4	10,134	7,036	4,057	6	11,099
55 - 64	3,696	1,794	6	5,496	3,951	1,909	1	5,861	4,308	2,117	2	6,427
65 - 74	1,851	901	2	2,754	2,081	900	2	2,983	2,071	976	2	3,049
75 >	1,474	647	3	2,124	1,479	700	0	2,179	1,563	750	2	2,315
NS *	266	79	3,811	4,156	228	81	4,471	4,780	211	72	5,754	6,037
Total	36,764	21,326	3,882	61,972	37,394	21,865	4,492	63,751	40,102	23,858	5,797	69,757

Drivers In Collisions by Age, Collision Severity and Year

Table 5.4

Age	2005				2006				2007			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	136	49	1	186	124	39	0	163	123	29	3	155
16	1,844	337	5	2,186	1,668	330	2	2,000	1,880	267	3	2,150
17	1,791	323	4	2,118	1,914	315	3	2,232	1,995	350	6	2,351
18	1,898	315	7	2,220	1,854	343	7	2,204	2,061	339	6	2,406
19	1,802	313	10	2,125	1,794	309	5	2,108	1,859	307	7	2,173
20	1,608	284	8	1,900	1,642	270	10	1,922	1,711	294	6	2,011
21	1,573	289	3	1,870	1,574	254	6	1,834	1,643	240	2	1,885
22	1,337	238	3	1,578	1,418	235	8	1,661	1,621	239	5	1,865
23	1,318	246	2	1,566	1,269	196	7	1,472	1,449	206	3	1,658
24	1,186	206	4	1,396	1,223	176	4	1,403	1,405	187	3	1,595
25 - 34	8,710	1,521	31	10,262	9,253	1,471	23	10,747	10,262	1,499	30	11,791
35 - 44	8,720	1,407	34	10,161	8,720	1,311	37	10,068	9,381	1,374	35	10,790
45 - 54	8,472	1,372	30	9,874	8,787	1,316	31	10,134	9,757	1,316	26	11,099
55 - 64	4,751	725	20	5,496	5,153	687	21	5,861	5,662	740	25	6,427
65 - 74	2,369	376	9	2,754	2,583	395	5	2,983	2,703	336	10	3,049
75 >	1,832	277	15	2,124	1,882	286	11	2,179	2,023	279	13	2,315
NS *	3,944	210	2	4,156	4,528	248	4	4,780	5,782	251	4	6,037
Total	53,291	8,488	193	61,972	55,386	8,181	184	63,751	61,317	8,253	187	69,757

* Driver age not stated.

Driver Factors – SECTION 5

Number of Charges Resulting from Collisions by Severity of Collision

Table 5.5

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	123	52	4	179	2.9
Disobey Stop Sign	178	109	0	287	4.6
Fail to Signal	3	0	0	3	0.0
Speed Too Fast for Conditions	238	85	1	324	5.2
Driving Without Due Care	574	325	4	903	14.6
Following Too Close	219	92	0	311	5.0
Passing on Right	7	3	0	10	0.2
Improper Lane Change	83	16	0	99	1.6
Improper Turn	124	39	0	163	2.6
Fail to Yield Right of Way	683	336	0	1,019	16.4
Passing When Unsafe	18	10	0	28	0.5
Driving Left of Centre	14	3	0	17	0.3
Driving Wrong Way on a One Way Street	3	0	0	3	0.0
Fail to Yield to Pedestrian	2	29	0	31	0.5
Fail to Report	262	46	0	308	5.0
Disobey Traffic Signal	212	108	0	320	5.2
Improper Parking on Highway or Street	1	0	0	1	0.0
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	3	3	0	6	0.1
Lights, Tires, Windshield or Bumper Height *	2	4	0	6	0.1
Dangerous Driving	34	46	3	83	1.3
Driving While Disqualified	86	54	2	142	2.3
Criminal Negligence	0	3	3	6	0.1
Fail to Remain at Scene	119	37	5	161	2.6
Impaired Driving/Refuse Testing	323	216	10	549	8.8
Unsafe Backing	69	9	0	78	1.3
No Driver's Licence	282	127	2	411	6.6
Operator or Passenger Not Using Seatbelt	4	18	0	22	0.4
Speeding Past Highway Worker	0	0	0	0	0.0
Stunting	10	6	0	16	0.3
24-Hour Suspension	111	37	0	148	2.4
Other Offence	396	174	2	572	9.2
Total	4,183	1,987	36	6,206	100

* Defective or unauthorized

Number of Occurrences of Human Action by Age

Table 5.6

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	21	140	134	129	105	102	342	507	364	423	284	466	119	3,136	16.2
Control Device Disregarded	6	36	38	55	53	40	132	168	120	141	95	131	59	1,074	5.6
Following Too Close	1	103	109	140	99	85	277	409	288	298	151	106	82	2,148	11.1
Too Fast for Road Conditions	16	220	228	240	182	150	501	729	515	455	230	154	107	3,727	19.3
Exceeding Speed Limit	4	32	25	38	35	22	65	63	36	17	7	1	33	378	2.0
Turning Improperly	4	51	35	52	28	35	123	142	140	130	94	111	45	990	5.1
Passing or Improper Lane Use	2	46	50	55	39	27	134	143	135	157	89	125	82	1,084	5.6
Backing Unsafe	7	63	54	33	34	39	108	236	242	265	176	197	143	1,597	8.3
Fail to Signal	1	1	2	1	1	0	4	8	7	8	6	4	3	46	0.2
Driving Wrong Way on a One Way	1	2	3	1	1	0	4	5	7	5	1	6	4	40	0.2
Taking Evasive Action	4	75	63	70	67	66	165	293	210	186	93	75	18	1,385	7.2
Careless Driving/Stunting	10	59	53	45	63	41	106	107	71	46	22	19	123	765	4.0
Pedestrian Action Contributed	26	3	2	3	1	1	7	11	11	7	5	4	6	87	0.4
Other Human Action	86	27	25	39	25	18	2,113	119	98	104	58	66	109	2,887	14.9
Total	189	858	821	901	733	626	4,081	2,940	2,244	2,242	1,311	1,465	933	19,344	
Per cent	1.0	4.4	4.2	4.7	3.8	3.2	21.1	15.2	11.6	11.6	6.8	7.6	4.8		100

Driver Factors – SECTION 5

Number of Charges Resulting from Collisions by Age

Table 5.7

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	3	4	6	10	8	8	24	44	34	25	7	5	3	179	2.9
Disobey Stop Sign	3	17	11	21	12	15	28	46	30	38	23	43	0	287	4.6
Fail to Signal	0	0	0	1	0	0	1	1	0	0	0	0	0	3	0.0
Speed Too Fast for Conditions	2	33	34	33	21	10	45	55	32	32	21	5	1	324	5.2
Driving Without Due Care	5	66	65	82	65	54	123	147	95	91	45	62	3	903	14.6
Following Too Close	0	24	18	27	18	17	49	55	38	26	20	17	2	311	5.0
Passing on Right	0	0	0	0	0	0	1	2	1	4	1	1	0	10	0.2
Improper Lane Change	0	4	13	11	4	2	8	16	11	12	6	10	2	99	1.6
Improper Turn	2	6	2	6	5	6	25	20	21	27	20	21	0	163	2.6
Fail to Yield Right of Way	5	62	55	40	33	38	105	160	115	142	99	163	2	1019	16.4
Passing When Unsafe	0	0	1	3	1	1	6	3	4	2	6	1	0	26	0.5
Driving Left of Centre	0	1	2	1	1	0	2	2	0	4	3	1	0	17	0.3
Wrong Way on a One Way	0	0	0	0	0	0	1	0	0	0	0	2	0	3	0.0
Fail to Yield to Pedestrian	0	0	0	0	1	1	4	7	4	2	5	7	0	31	0.5
Fail to Report	7	26	16	25	20	20	62	71	26	16	3	7	7	308	5.0
Disobey Traffic Signal	0	11	12	18	16	16	44	44	46	38	35	39	1	320	5.2
Improper Parking	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.0
Passing School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	0	0	1	1	0	0	0	2	1	0	0	1	0	6	0.1
Lights, Tires, Windshield, Bumper*	0	0	0	0	0	0	1	0	2	1	2	0	0	6	0.1
Dangerous Driving	1	4	5	5	10	5	24	13	12	3	0	1	0	63	1.3
Driving While Disqualified	0	1	2	6	9	3	33	44	24	13	5	2	0	142	2.3
Criminal Negligence	0	1	1	0	0	1	1	1	0	1	0	0	0	6	0.1
Fail to Remain at Scene	0	5	6	10	5	10	31	42	29	10	6	4	3	161	2.6
Impaired Driving/Refuse Testing	1	11	22	30	35	28	102	131	102	61	19	7	0	549	8.8
Unsafe Backing	0	6	7	2	1	2	3	17	8	16	10	6	0	78	1.3
No Driver's Licence	20	26	25	28	40	17	71	90	37	31	11	11	4	411	6.6
Not Using Seatbelt	0	1	0	1	3	2	3	4	2	3	2	1	0	22	0.4
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Stunting	0	2	1	1	4	2	3	1	2	0	0	0	0	16	0.3
24-Hour Suspension	0	4	7	4	14	7	29	44	16	13	3	4	3	148	2.4
Other Offence	9	48	38	46	30	21	67	93	68	52	44	52	4	572	9.2
Total	58	365	350	412	354	286	896	1,155	763	663	396	473	35	6,206	100

* Defective or unauthorized

Number of Occurrences of Human Condition by Age

Table 5.8

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	58	619	615	642	509	434	1,548	2,274	1,895	1,891	1,154	1,421	967	14,027	69.5
Distracted	8	98	101	91	80	53	159	247	190	181	103	93	60	1,464	7.2
Had Been Drinking	6	22	29	44	63	36	126	182	99	57	23	14	40	743	3.7
Impaired	2	19	33	40	53	42	157	208	145	96	31	12	32	870	4.3
Extreme Fatigue	0	1	1	5	3	6	11	15	12	8	3	3	2	70	0.3
Fell Asleep	0	6	15	15	18	12	27	33	30	24	8	12	3	203	1.0
Driver Inexperience/Confusion	57	442	333	253	159	90	182	149	81	68	23	87	26	1,950	9.7
Lost Consciousness/Illness	1	1	1	2	1	1	6	8	18	12	11	18	2	82	0.4
Physical/Medical Disability	0	0	0	1	1	0	7	6	9	11	10	32	2	79	0.4
Drugs (Prescription or Illegal)	0	1	0	6	2	2	9	10	15	8	3	3	3	62	0.3
Defective Eyesight/Hearing	0	0	0	2	0	0	0	4	2	1	0	23		32	0.2
Other Human Conditions	4	29	20	25	17	18	60	96	70	68	41	85	81	614	3.0
Total	136	1,238	1,148	1,126	906	694	2,294	3,232	2,566	2,425	1,410	1,803	1,218	20,196	
Per cent	0.7	6.1	5.7	5.6	4.5	3.4	11.4	16.0	12.7	12.0	7.0	8.9	6.0	100	

Driver Factors – SECTION 5

Number of Drivers Involved in Collisions by Licence Class and Age

Table 5.9

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	1	2	0	0	4	0	91	57	155
16	1	0	0	0	1,952	0	122	75	2,150
17	1	0	0	0	2,227	0	55	68	2,351
18	18	0	1	1	2,230	0	63	93	2,406
19	32	2	1	5	1,969	0	49	115	2,173
20	77	0	7	14	1,758	0	29	126	2,011
21-24	413	3	21	57	5,900	0	109	500	7,003
25-34	1,231	31	61	170	9,253	0	164	881	11,791
35-44	1,426	66	84	249	8,280	2	45	638	10,790
45-54	1,682	114	153	264	8,337	0	28	521	11,099
55-64	818	114	86	154	4,906	1	10	338	6,427
65 and Over	228	23	26	35	4,844	0	1	207	5,364
Not Stated	4	0	0	0	19	0	0	6,014	6,037
Drivers In Collisions	5,932	355	440	949	51,679	3	766	9,633	69,757
Total Licensed Drivers	49,716	2,587	4,729	6,826	595,673	19	29,291	0	688,841
Relative Risk *	1.18	1.36	0.92	1.37	0.86	1.56	0.26	N/A	1.00

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Table 5.10

Age Group	1998	1999	2000	2001	2002**	2003	2004	2005	2006	2007
Under 16	179	205	185	175	202	191	178	186	163	155
16	1,773	1,928	2,028	1,963	2,283	2,313	2,262	2,186	2,000	2,150
17	1,917	1,861	1,993	1,949	2,361	2,342	2,159	2,118	2,232	2,351
18	1,763	1,814	1,877	1,779	2,151	2,381	2,208	2,220	2,204	2,406
19	1,564	1,679	1,776	1,515	1,866	2,098	2,223	2,125	2,108	2,173
20	1,396	1,433	1,513	1,398	1,696	1,853	1,948	1,900	1,922	2,011
21-24	4,005	4,344	4,582	4,173	5,079	6,028	6,113	6,410	6,370	7,003
25-34	7,116	7,121	7,336	6,973	8,236	9,418	10,171	10,262	10,747	11,791
35-44	7,246	7,687	7,996	7,387	8,793	10,140	10,295	10,161	10,068	10,790
45-54	4,609	5,119	5,736	5,741	7,291	8,784	9,319	9,874	10,134	11,099
55-64	2,622	2,850	2,998	2,974	3,872	4,759	5,184	5,496	5,861	6,427
65 and Over	3,455	3,562	3,845	3,693	4,256	5,001	4,891	4,878	5,162	5,364
Not Stated	4,031	2,626	2,628	2,432	3,303	4,175	3,977	4,156	4,780	6,037
Drivers In Collisions	41,676	42,229	44,493	42,152	51,389	59,483	60,928	61,972	63,751	69,757

** Property damage only collisions in 2002 increased due to a change in reporting procedures.

Driver Factors – SECTION 5

Driver Factors - Section 5

Convictions – 2002 to 2007

Table 5.11

OFFENCE	2002	2003	2004	2005	2006	2007	Avg/yr
Exceed Speed Limit	66,872	64,536	61,565	55,368	47,682	52,290	58,052
Operator Fail To Wear Seatbelt	12,180	11,213	8,688	8,328	8,212	8,063	9,447
Stop Sign	5,175	5,784	5,258	5,421	5,044	5,348	5,338
No Licence/Inappropriate Licence	5,019	4,571	5,022	4,756	4,566	4,649	4,764
Operating Unregistered Vehicle	3,343	3,115	3,333	3,404	3,353	3,390	3,323
No Driver's Licence	1,476	2,137	2,150	2,373	3,020	4,110	2,544
Red Light	2,184	2,163	2,093	2,233	1,345	1,323	1,890
Without Due Care/Reasonable Consideration	1,926	1,878	1,965	1,825	1,800	1,833	1,817
Driving While Suspended Or Refused Issue, Etc.	1,165	1,115	1,273	1,326	1,401	1,483	1,294
Inadequate/Improper Equipment	1,017	838	773	854	690	892	844
Stunting	918	843	780	744	717	724	788
Fail To Display Plate/Stickers/Permit	1,386	1,218	738	237	202	172	659
U-Turn At Traffic Lights	720	594	620	783	520	607	641
Driving Contrary To Sign Direction	601	555	948	746	378	328	593
Drive Vehicle While Passenger Unrestrained	694	622	506	510	535	638	584
Too Fast For Conditions	606	580	581	521	548	550	564
Fail To Report Accident	735	580	558	539	433	445	548
Turn Left-Fail To Yield Approaching Vehicle	554	512	513	458	440	663	552
Fail To Maintain Sufficient Interval	585	539	462	487	472	463	501
Disobey Traffic Control Device	402	437	481	456	517	474	496
Amber Light	450	584	552	412	234	294	421
Pass Yield Sign	405	365	373	404	403	387	390
Exceed 60 Km/Hr Passing Emergency Vehicle	537	380	427	359	257	307	378
Fail To Obey Restricted Licence	229	202	196	251	433	779	348
Illegal U-Turn	247	267	294	258	254	241	260
Improper Turn	327	258	238	223	202	199	241
Unauthorized Use Of Plate/Registration	174	197	217	255	284	312	240
Fail To Exercise Care In Backing Up A Vehicle	392	203	237	236	143	185	233
Exceed 60Km/Hr Passing Highway Worker	308	83	206	91	253	221	194
Driving Left Of Centre	197	235	202	202	135	141	138
Failing To Yield To Vehicle On Right	234	183	178	142	146	172	176
Fail To Produce Licence/Registration	119	175	155	221	169	186	171
Insufficient Or No Signal	188	173	182	191	133	143	168
Excessive Noise	218	192	168	150	126	118	162
Fail To Yield To Pedestrian	145	146	130	135	125	135	136
Straddling Lanes	162	128	129	124	87	127	126
Inadequate Brakes	125	76	113	108	156	169	125
Flashing Red Light Or Proceed Before Safe	160	173	108	114	48	59	110
Passing When Unsafe	116	117	119	97	98	88	106
Headlamps Not Illuminated	106	121	108	114	61	46	93
Passing On The Right	119	86	78	84	84	98	92
Cross Solid Lines	96	97	113	63	66	65	83
Disobey School Bus Signal	107	80	91	80	46	60	77
Fail To Stop For Railway Crossing	80	62	81	52	62	63	67
Improper Lane Use	81	76	54	79	63	29	64
Driving While on 24 Hour Suspension	62	61	68	48	59	60	60
Improperly Equipped M/C Operator	72	44	67	61	32	81	60
Enter Prov. Or Other Highway-Fail To Yield	50	34	37	44	66	83	52
Obscured Vision	66	58	50	44	23	33	46
Fail To Stop Leaving Lane Or Alley	56	45	43	26	33	40	41
Contest Of Speed	13	17	24	15	70	101	40
Deface Or Alter Licence/Registration/Plate	27	44	45	23	28	45	35
Allow Rider On Exterior Of Vehicle	29	35	25	59	25	32	34
Driving On Wrong Side Of Divided Highway	35	37	33	44	13	41	34
Fail To Yield On Green Arrow	29	31	29	28	26	20	27
Unlit Lamps Or Obstruction	38	18	25	38	36	6	27
Fail To Yield To Emergency Vehicle	34	24	23	32	17	29	27
Improper Stopping On Highway Or Street	40	31	18	25	24	14	25
Drive Over Median	39	28	21	28	12	22	25
Cutting In	19	22	25	21	14	37	23

Driver Factors – SECTION 5

Convictions – 2002 to 2007

Table 5.11

OFFENCE	2002	2003	2004	2005	2006	2007	Avg/yr
Fail To Dim	35	38	17	14	8	14	21
Improperly Equipped M/C	7	21	25	21	28	21	21
Glass Or Other Litter On Highway	20	15	14	21	11	12	16
False Statement/Fail To Furnish Information	2	3	4	14	7	50	13
Overcrowded Steering Compartment	19	13	15	13	9	9	13
Fail To Obey Flag Person Directions	17	11	12	10	3	10	11
Driver Permitting Illegal Towing	7	14	14	10	6	3	9
Flashing Red Light At Crosswalk	3	5	1	1	23	19	9
Too Slow For Conditions	8	6	8	5	10	9	8
Speeding Up On Being Overtaken	12	4	7	8	3	10	7
Insecure Load Or Unmarked Overhanging Load	9	13	5	5	7	2	7
Enter Or Leave Controlled Access Unlawfully	2	4	15	10	1	4	6
Fail Stop Bus/Dangerous Goods Vehicle At Railway	7	3	4	1	15	5	6
Produce Other Person's Licence	9	5	6	2	3	7	5
Obstructing A Licence Plate	0	0	0	2	7	21	5
Disobey Traffic Light Not At Intersection	9	3	4	5	3	5	5
Crossing Highway	8	1	5	2	1	3	3
Fail To Stop For Police Officer	0	0	0	0	1	17	3
Two Licences	3	2	0	1	0	8	2
Radar Detector In NSC Vehicle	0	0	0	1	4	9	2
Allowing Other Person To Use Licence	3	1	0	2	0	4	2
Allow Motorcycle Passenger-Improper Seating	0	2	3	2	2	0	2
Proceed Contrary To Arrow	1	1	2	3	0	2	2
Fail To Extinguish Spotlight	4	2	2	0	0	0	1
Drive Left Of Centre	0	0	0	0	8	0	1
Obstruct Intersection	1	0	1	0	1	4	1
Left Turn At Red Light Prohibited By Sign	0	0	0	0	1	6	1
Interfere With Funeral Procession	0	0	2	1	1	0	1
Motorcycle In Same Lane As Another Vehicle	0	0	1	2	0	0	1
Fail To/Improperly Activate School Bus Lights	1	1	0	0	0	0	0
Use Amber Beacon or Flashing Light-Prohibited	0	0	0	0	0	2	0
Motorcycles More Than Two Abreast	0	0	0	0	0	1	0
Total	113,676	109,186	103,756	96,506	85,582	93,970	100,613

Criminal Code Convictions – 2002 to 2007

Table 5.12

	2002	2003	2004	2005	2006	2007	Avg/yr
Over 80 Mg Alcohol In Blood	3,746	3,093	2,915	2,611	2,490	2,652	2,918
Drive While Disqualified (T.S.)	868	866	1,000	1,021	973	946	946
Impaired Driving	841	846	786	725	749	677	771
Drive While Disqualified (C.C.)	748	688	617	617	554	522	624
Fail To Comply With A Demand	170	144	154	162	138	139	151
Dangerous Driving	165	143	156	147	141	133	148
Fail To Stop For Police Officer (C.C.)	87	80	102	91	101	84	91
Leave Scene Of Accident	90	82	90	102	73	82	78
Impaired Driving Causing Bodily Harm	43	29	34	35	38	39	36
Fail To Stop For Police Officer (T.S.)	32	44	31	34	23	5	28
Dangerous Driving Causing Bodily Harm	12	13	15	13	29	21	17
Dangerous Driving Causing Death	2	6	7	5	7	9	6
Impaired Driving Causing Death	4	1	8	2	5	13	6
Criminal Negligence Causing Bodily Harm	0	0	0	1	4	1	1
Criminal Negligence Causing Death	1	0	0	2	0	1	1
Total	6,809	6,035	5,915	5,568	5,325	5,324	5,829

Driver Factors – SECTION 5

Convictions, Licensed Drivers and Drivers in Collisions by Age

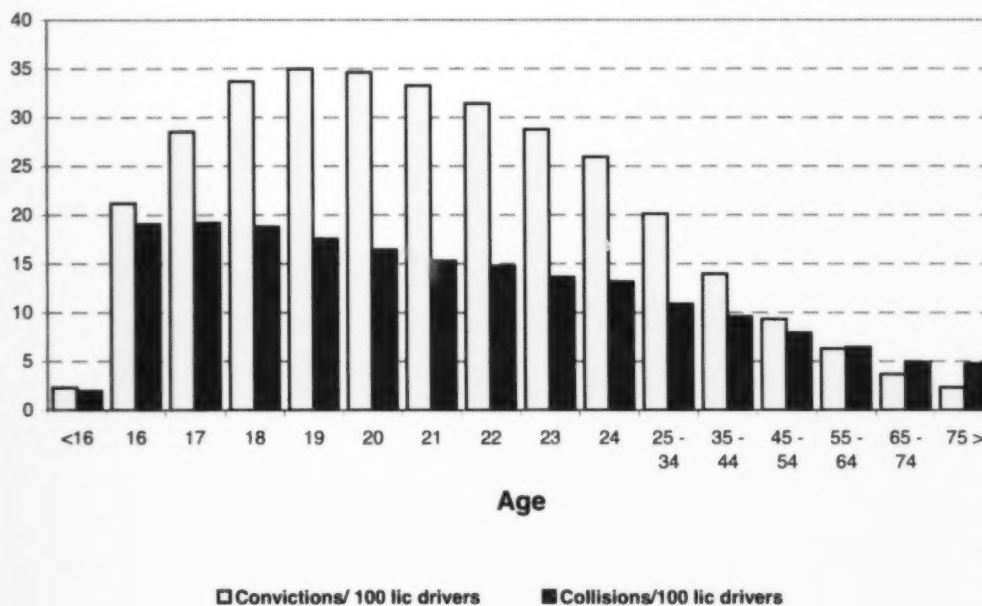
Table 5.13

Age	*Convictions	Licensed Drivers	Drivers in Collisions	Convictions/ 100 lic drivers	Collisions/100 lic drivers	Conviction Risk	Collision Risk
<16	182	7,822	155	2.33	1.98	0.17	0.20
16	2,395	11,282	2,150	21.23	19.06	1.56	1.88
17	3,499	12,259	2,351	28.54	19.18	2.09	1.89
18	4,311	12,801	2,406	33.68	18.80	2.47	1.86
19	4,325	12,368	2,173	34.97	17.57	2.56	1.73
20	4,233	12,229	2,011	34.61	16.44	2.54	1.62
21	4,102	12,333	1,885	33.26	15.28	2.44	1.51
22	3,975	12,642	1,865	31.44	14.75	2.30	1.46
23	3,502	12,159	1,658	28.80	13.64	2.11	1.35
24	3,141	12,108	1,595	25.94	13.17	1.90	1.30
25 - 34	21,827	108,368	11,791	20.14	10.88	1.48	1.07
35 - 44	15,730	112,615	10,790	13.97	9.58	1.02	0.95
45 - 54	13,052	139,808	11,099	9.34	7.94	0.68	0.78
55 - 64	6,288	99,725	6,427	6.31	6.44	0.46	0.64
65 - 74	2,282	61,903	3,049	3.69	4.93	0.27	0.49
75 >	1,126	48,419	2,315	2.33	4.78	0.17	0.47
Not Stated			6,037				
Total	93,970	688,841	69,757	13.64	10.13	1.00	1.00

* Does not include Criminal Code convictions

Convictions and Collisions by Age Group

Figure 5.2



Vehicle Factors

Contents:

	Page
Table 6.1 Number of Vehicles in Collisions by Vehicle Type and Severity	41
6.2 Number of Vehicles in Collisions by Vehicle Type and Road System	41
6.3 Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	42
6.4 Number of Vehicles by Pre-Collision Vehicle Action and Severity	42
6.5 Collisions Involving Dangerous Goods	43
6.6 Truck Collisions by Year	43
6.7 Trucks Involved in Collisions by Truck Type	43
6.8 Motorcycle Collisions by Year	44
6.9 Vehicle Registrations (Insured Years)	44

Vehicle Factors

There were 77,384 vehicles involved in the 49,523 collisions during 2007. This is an average of 1.56 vehicles per collision. This section provides details on the *different types of vehicles involved in collisions*.

- Passenger cars accounted for 48 per cent of vehicles in all collisions and 29 per cent of the vehicles in fatal collisions.
- Pickup trucks accounted for 21 per cent of vehicles in all collisions and 25 per cent of vehicles in fatal collisions.
- Large trucks represented 3.5 per cent of vehicles involved in all collisions and 16 per cent of vehicles in a fatal collision during 2007. Research has shown that in 78 per cent of fatal crashes involving a large truck, the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 395 crashes involving a motorcycle in 2007. These incidents resulted in 201 injuries and nine deaths.

Tables 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Table 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Vehicle Factors – SECTION 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Table 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	32,902	4,490	60	37,452	48.4
Pickup Trucks	14,545	1,573	51	16,169	20.9
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	13,147	1,613	29	14,789	19.1
Trucks > 4,500 kg	1,325	109	11	1,445	1.9
Semi-Trailer Power Unit	1,055	185	22	1,262	1.6
Transit Bus (Urban)	142	27	2	171	0.2
Inter-City Bus	40	2	0	42	0.1
School Bus - Standard Large Type	90	16	1	107	0.1
School Bus - Van Type	35	0	0	35	0.0
Other Bus - Unspecified/Private	47	3	0	50	0.1
Motorcycle	196	191	8	395	0.5
Moped/Powered Bicycle	7	5	0	12	0.0
Bicycle*	77	152	2	231	0.3
Ambulance/Police/Fire	23	11	0	34	0.0
Snowmobile *	38	26	2	66	0.1
Construction/Maintenance Equipment	54	11	0	65	0.1
Unregistered Farm Equipment	31	6	0	37	0.0
Off Highway Vehicle (3 or 4 Wheel ATVs) *	4	19	1	24	0.0
Motorhome	37	1	0	38	0.0
Other Vehicle	174	11	1	186	0.2
Not Stated	4,368	390	16	4,774	6.2
Total	68,337	8,841	206	77,384	100

Number of Vehicles in Collisions by Vehicle Type and Road System

Table 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	29,625	5,305	1,910	612	37,452	48.4
Pickup Trucks	9,320	3,746	2,529	574	16,169	20.9
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	10,654	2,709	1,100	326	14,789	19.1
Trucks > 4,500 kg	650	447	312	36	1,445	1.9
Semi-Trailer Power Unit	406	649	171	36	1,262	1.6
Transit Bus (Urban)	167	2	1	1	171	0.2
Inter-City Bus	39	1	2	0	42	0.1
School Bus - Standard Large Type	88	9	5	5	107	0.1
School Bus - Van Type	31	2	2	0	35	0.0
Other Bus - Unspecified/Private	42	4	3	1	50	0.1
Motorcycle	289	83	17	6	395	0.5
Moped/Powered Bicycle	11	1		0	12	0.0
Bicycle*	224	4		3	231	0.3
Ambulance/Police/Fire	14	14	4	2	34	0.0
Snowmobile *	22	7	17	20	66	0.1
Construction/Maintenance Equipment	39	16	7	3	65	0.1
Unregistered Farm Equipment	5	14	17	1	37	0.0
Off-Highway Vehicle (3 or 4 Wheel ATVs) *	3	4	11	6	24	0.0
Motorhome	27	11		0	38	0.0
Other Vehicle	165	16	3	2	186	0.2
Not Stated	4,564	107	28	75	4,774	6.2
Total	56,385	13,151	6,139	1,709	77,384	100

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck and a van or SUV are involved in 90 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

Vehicle Factors – SECTION 6

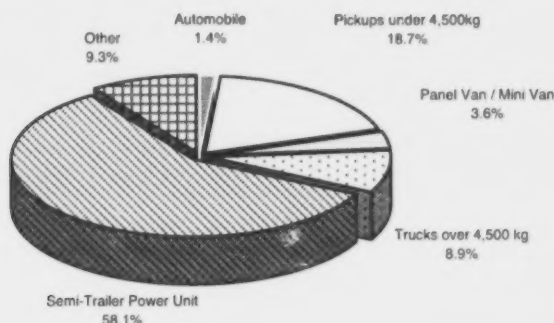
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Table 6.3

	No	Recre-		Maint/	Towed Single	A *	C *	B *	Over						
Vehicle Type	Trailer	ation	Utility	Farm	Const	Vehicle	Semi	Train	Train	Train	Sized	Other	Total	%	
Automobile (pass'ger car)	37,432	3	10	0	0	1	2	0	0	1	0	3	37,452	48.4	
Pickup Trucks	15,901	50	65	13	12	8	3	0	0	11	0	106	16,169	20.9	
Panel Van/Mini Van/SUV	14,738	21	16	0	1	3	0	0	0	0	0	10	14,789	19.1	
Trucks > 4,500 kg	1,317	3	10	4	7	5	29	5	1	4	0	60	1,445	1.9	
Semi-Trailer Power Unit	428	1	2	3	9	1	359	35	17	59	2	346	1,262	1.6	
Bus - All Types	405	0	0	0	0	0	0	0	0	0	0	0	405	0.5	
Const./Maintenance Equip.	63	0	0	0	0	0	0	0	0	0	0	2	65	0.1	
Farm Equipment	15	0	0	14	0	0	3	0	0	0	0	5	37	0.0	
Motorhome	32	2	0	0	0	0	2	0	0	0	0	2	38	0.0	
Other Vehicle	5,618	18	15	4	3	1	15	0	0	1	0	47	5,722	7.4	
Total	75,949	98	118	38	32	19	413	40	18	76	2	581	77,384	100	

* An "A" train is a single hitch drawbar. A "B" train is connected by a fifth wheel. A "C" train is a double hitch drawbar.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Table 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	37,440	5,465	154	43,059	55.6
Turning Left	4,184	857	7	5,048	6.5
Turning Right	2,292	300	1	2,593	3.4
Making U-Turn	261	22	1	284	0.4
Changing Lanes	1,380	74	3	1,457	1.9
Merging	436	66	1	503	0.7
Reversing	3,307	66	1	3,374	4.4
Overtaking, Passing on Left or Right	245	100	6	351	0.5
Slowing or Stopping on the Roadway (decelerating)	3,584	548	7	4,139	5.3
Stopped in Traffic (incl. mechanical breakdown)	3,063	635	2	3,700	4.8
Starting in Traffic (accelerating)	374	89	3	466	0.6
Starting from Parked Position, Leaving Roadside	279	17	1	297	0.4
Entering Parked Position, Stopping On Roadside	309	11	2	322	0.4
Parked Legally	6,996	140	2	7,138	9.2
Parked Illegally	108	7	0	115	0.1
Other	547	41	0	588	0.8
Not Stated	3,532	403	15	3,950	5.1
Total	68,337	8,841	206	77,384	100

Vehicle Factors – SECTION 6

Collisions Involving Dangerous Goods

Table 6.5

Dangerous Goods Class	Spilled		Total	% Spilled	% of Total
	Yes	No			
Class 1 Explosives	0	3	3	0.0	13.0
Class 2 Compressed Gases	0	1	1	0.0	4.3
Class 3 Flammable Liquids	7	5	12	58.3	52.2
Class 4 Flammable Solids	0	0	0	0.0	0.0
Class 5 Oxidizers and Organic Substances	0	0	0	0.0	0.0
Class 6 Poisonous and Infectious Substances	0	0	0	0.0	0.0
Class 7 Radioactive Materials	0	1	1	0.0	4.3
Class 8 Corrosive Substances	1	0	1	0.0	4.3
Class 9 Miscellaneous Substances	4	1	5	80.0	21.7
Total	12	11	23	52.2	100
% of Total	52.2	47.8	100.0		

Truck Collisions by Year

Table 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions				Number Injured	Number Killed
		Property Damage Only	Personal Injury	Fatal	Total		
1996	1,510	1,133	296	28	1,457	442	36
1997	1,530	1,111	330	24	1,465	452	37
1998	1,354	1,037	246	25	1,308	344	31
1999	1,298	958	267	22	1,247	388	32
2000	1,461	1,057	309	36	1,402	484	39
2001	1,448	1,073	286	31	1,390	402	33
2002	1,903 *	1,552 *	283	21	1,856	379	26
2003	2,603	2,215	281	26	2,522	401	28
2004	2,605	2,214	281	20	2,515	416	28
2005	2,591	2,195	298	32	2,525	415	35
2006	2,484	2,076	300	30	2,406	425	35
2007	2,707	2,329	280	27	2,636	391	29

Trucks Involved In Collisions by Truck Type

Table 6.7

Year	Single Unit (Straight) Trucks			Articulated/Tractor-Trailer Trucks		
	Property Damage Only	Personal Injury	Fatal	Property Damage Only	Personal Injury	Fatal
1996	501	105	4	674	202	24
1997	480	131	6	682	212	19
1998	405	93	8	666	165	17
1999	376	81	5	624	192	20
2000	385	100	5	717	219	35
2001	397	88	7	718	211	27
2002	701 *	96	3	888 *	195	20
2003	1,174	102	4	1,107	193	23
2004	1,073	95	4	1,204	211	18
2005	1,040	117	6	1,208	193	27
2006	985	101	5	1,155	211	27
2007	1,325	109	11	1,055	185	22

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Vehicle Factors – SECTION 6

Motorcycle Collisions by Year

Table 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1991	101	157	5	263	180	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	117	3	180	138	3
1999	62	115	2	179	131	2
2000	68	133	2	203	151	2
2001	95	122	3	220	137	3
2002	103	118	3	224	130	3
2003	131	168	2	301	182	4
2004	146	156	2	304	172	2
2005	173	144	4	321	156	4
2006	201	189	5	395	204	5
2007	201	192	8	401	208	9

Vehicle Registrations (Insured Years*)

Table 6.9

Type of Vehicle	2003	2004	2005	2006	2007
Passenger Cars - excludes special use	328,516	327,307	326,229	324,837	325,933
Sport Utility Vehicles	45,897	50,949	56,831	63,480	73,899
Light Private Trucks - <5,001 kgs class PV	98,544	101,855	125,403	149,083	159,030
Vans (light & heavy, commercial & private)	77,459	79,782	81,345	82,405	83,540
Commercial & Farm Straight Trucks	152,452	150,891	129,658	108,463	107,654
Truck Tractors (semi power units)	12,379	12,960	13,594	14,280	15,514
School Buses - bus use only class PS	3,064	3,045	3,000	2,968	3,010
Transit Buses - class PC	354	356	344	352	360
Inter-City, Tour & Private Buses	445	461	480	500	511
Motorcycles	5,338	5,957	6,844	7,811	8,869
Pedal Cycles	39	28	31	47	18
Motorhomes	5,578	5,339	5,243	5,103	5,242
Ambulance	246	247	250	250	261
Hearse	114	113	114	116	124
Police - all vehicles with police use	536	545	562	585	617
Taxis	696	693	681	689	713
Trailers (commercial, private & farm)	113,652	117,625	124,452	129,722	140,429
Snowmobiles	5,453	4,774	4,338	4,532	5,386
Other - no assigned vehicle type	235	27	31	39	46
Total Insured Years (including trailers)	850,996	862,953	879,429	895,266	931,156
Total Motor Vehicles	731,891	740,554	750,640	761,011	785,341

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

Contents:

	Page
Figure 7.1 Fatal Classification	47
7.2 Injury Classification	47
7.3 Severity of Injury by Safety Restraints Used	49
Table 7.1 Victims Injured by Road User Class and Age Group	48
7.2 Victims Killed by Road User Class and Age Group	48
7.3 Victims Injured or Killed by Road User Class and Gender	48
7.4 Vehicle Occupants by Injury Class and Safety Restraints Used	49
7.5 Vehicle Occupants by Injury Class and Age Group	50
7.6 Definitions – Injury Classifications and Vehicle Occupants	50

Victims and Safety Restraints – SECTION 7

Victims and Safety Restraints

The Traffic Accident Information System (TAIS) captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figure 7.3 shows the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-five per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 30 per cent of the time, compared to 4.9 per cent of those using restraints.

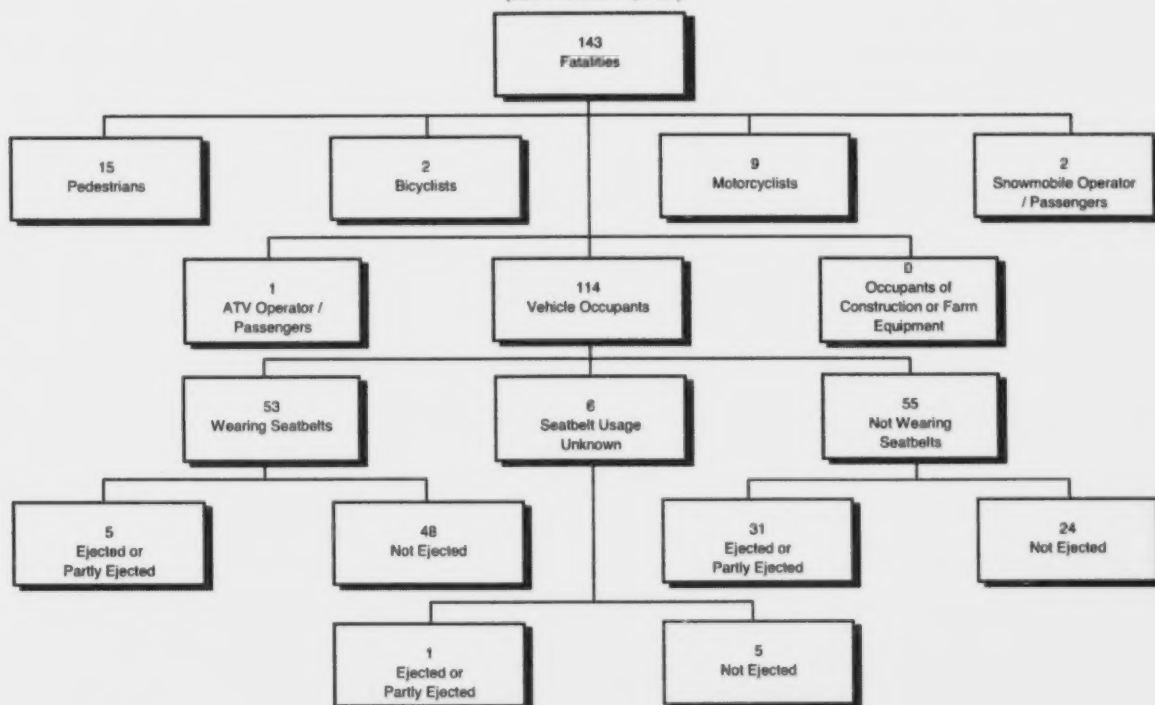
In September 2004, Transport Canada began conducting observational surveys of seatbelt use, alternating annually between rural and urban communities across Canada. The survey method was changed because of evidence indicating a lower usage rate in rural areas. The new usage rates are a combination of these urban and rural observations. The survey results for 2006-2007 report a national average of 92.5 per cent and a rate of 93.5 per cent in Saskatchewan. The complete results of the Canadian survey can be referenced in table 12.2 on page 113.

Victims and Safety Restraints – SECTION 7

Fatalities Classification

(Jan. 1 to Dec. 31, 2007)

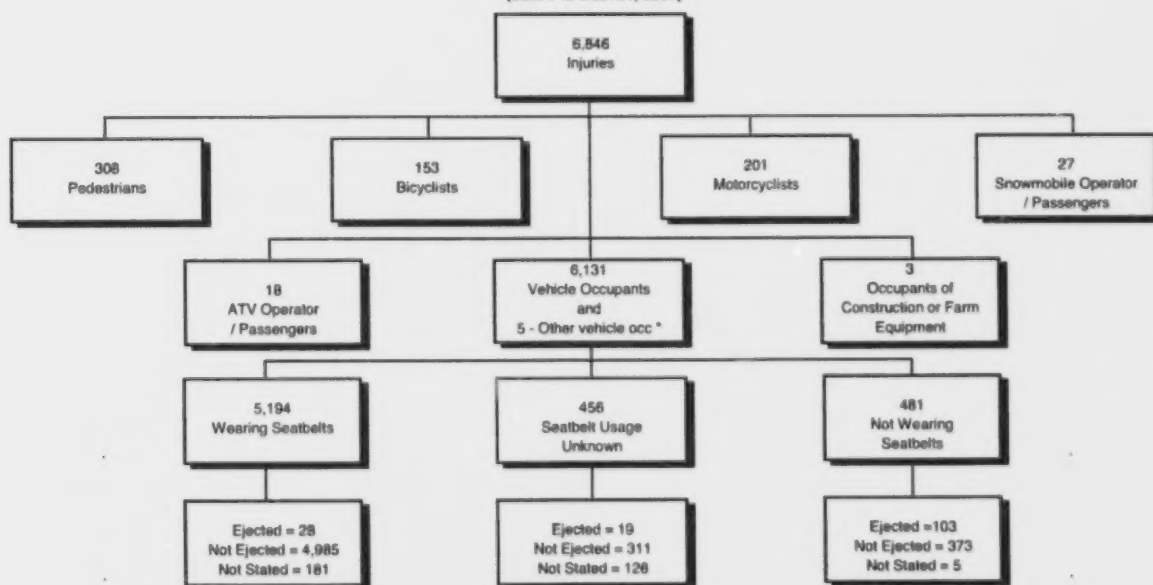
Figure 7.1



Injuries Classification

(Jan. 1 to Dec. 31, 2007)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims and Safety Restraints – SECTION 7

Victims Injured by Road User Class and Age Group

Table 7.1

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	11	2	639	600	776	743	651	366	331	0	4,119	60.2
Motor Vehicle Passenger	49	235	463	280	296	178	173	114	125	99	2,012	29.4
Pedestrian	17	41	49	34	48	35	40	18	26	0	308	4.5
Bicyclist*	6	43	18	17	24	22	18	4	0	1	153	2.2
Motorcycle Driver/Passenger	0	1	15	45	54	33	35	15	3	0	201	2.9
Occ. of Farm or Const. Equip.	0	0	0	0	1	0	2	0	0	0	3	0.0
Snowmobile Driver*	0	6	4	4	7	3	2	1	0	0	27	0.4
ATV Operator*	0	5	7	1	3	2	0	0	0	0	18	0.3
Other Occupants	2	5	8	1	8	2	2	1	0	0	5	0.1
Total	85	338	1,203	982	1,217	1,018	923	519	485	100	6,846	100

Victims Killed by Road User Class and Age Group

Table 7.2

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	1	10	8	15	10	14	12	14	0	84	58.7
Motor Vehicle Passenger	0	2	5	5	5	2	3	4	3	0	29	20.3
Pedestrian	0	2	1	2	1	3	3	0	3	0	15	10.5
Bicyclist*	0	0	0	0	0	1	1	0	0	0	2	1.4
Motorcycle Driver/Passenger	0	0	1	1	1	3	1	1	1	0	9	6.3
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Driver*	0	0	0	0	1	0	1	0	0	0	2	1.4
ATV Operator*	0	1	0	0	0	0	0	0	0	0	1	0.7
Other Occupants	0	0	0	0	0	0	0	1	0	0	1	0.7
Total	0	6	17	16	23	19	23	18	21	0	143	100

Victims Injured or Killed by Road User Class and Gender

Table 7.3

Category	Victims Injured				Victims Killed			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,883	2,232	4	4,119	64	20	0	84
Motor Vehicle Passenger	801	1,187	24	2,012	14	15	0	29
Pedestrian	182	120	6	308	11	4	0	15
Bicyclist*	104	48	1	153	1	1	0	2
Motorcycle Driver/Passenger	175	26	0	201	8	1	0	9
Occ. of Farm or Const. Equip.	3	0	0	3	0	0	0	0
Snowmobiler*	25	2	0	27	2	0	0	2
ATV Operator*	13	5	0	18	1	0	0	1
Other Occupants	3	2	0	5	1	0	0	1
Total	3,189	3,622	35	6,846	102	41	0	143

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

Victims and Safety Restraints – SECTION 7

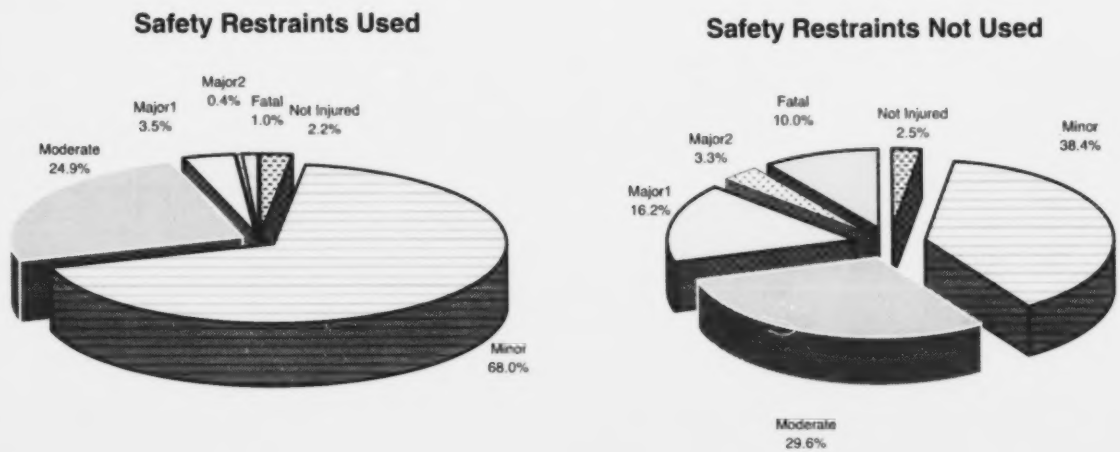
Vehicle Occupants by Injury Class and Safety Restraints Used

Table 7.4

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or Improperly used	Not Stated	Total	%
Not Injured	96	17	1	2	0	1	14	73,088	73,219	92.1
Minor	3,118	496	11	11	3	7	211	317	4,174	5.3
Moderate	985	341	2	2	0	3	163	103	1,599	2.0
Major 1	146	39	0	1	0	0	89	31	306	0.4
Major 2	19	4	0	0	0	0	18	8	49	0.1
Fatal	38	15	0	0	0	0	55	6	114	0.1
Total	4,402	912	14	16	3	11	550	73,553	79,461	100

Severity of Injury by Safety Restraints Used

Figure 7.3

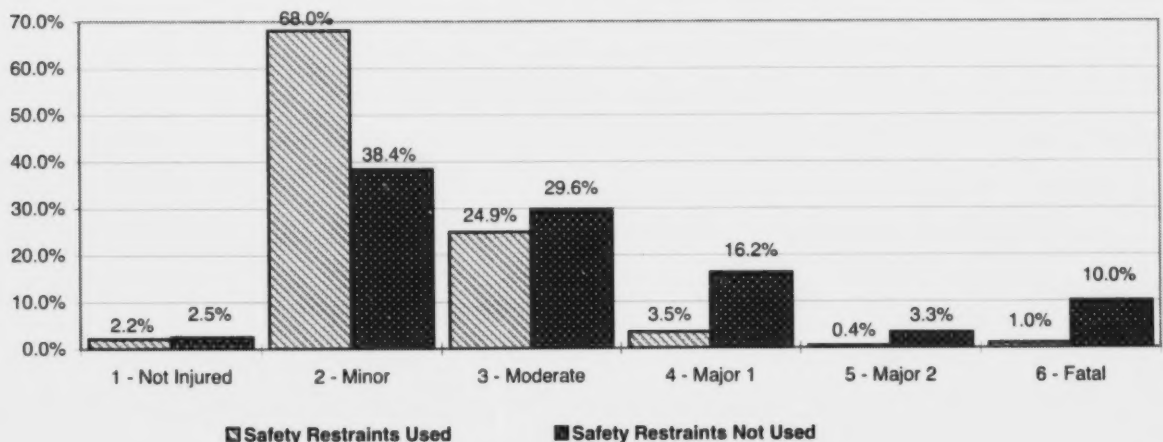


Note:

The totals used to calculate the percentage in figure 7.3 do not include occupants where seatbelt use was coded as "not stated."

Figure 7.3

Severity of Injury by Safety Restraints Used



Victims and Safety Restraints – SECTION 7

Vehicle Occupants by Injury Class and Age Group

Table 7.5

Restraints Used

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	3	6	5	6	40	42	5	6	4	117
Minor	49	30	68	114	1,207	1,914	79	71	114	3,646
Moderate	12	8	19	35	387	756	30	27	59	1,333
Major 1	0	1	1	6	51	106	7	2	12	186
Major 2	0	0	1	1	8	10	1	0	2	23
Fatal	0	0	1	2	15	24	3	4	4	53
Total	64	45	95	164	1,708	2,852	125	110	195	5,358

Restraints Not Used

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	0	0	1	0	6	7	0	0	0	14
Minor	5	6	9	11	106	74	0	0	0	211
Moderate	2	1	5	8	72	75	0	0	0	163
Major 1	2	1	0	3	35	46	0	0	2	89
Major 2	0	0	0	1	11	5	1	0	0	18
Fatal	0		0	1	11	39	1	1	2	55
Total	9	8	15	24	241	246	2	1	4	550

Restraint Use Not Stated

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	620	2	6	6	1,240	2,177	85	56	99	4,291
Minor	28	3	13	16	99	145	4	4	5	317
Moderate	11	0	2	5	33	52	0	2	1	106
Major 1	1	0	0	1	14	15	0	0	0	31
Major 2	0	0	0	1	4	2	0	0	1	8
Fatal	0	0	0	0	1	3	0	0	2	6
Total	660	5	21	29	1,391	2,394	89	62	108	4,759

Injury Classification

Table 7.6

- 1 Not Injured no visible signs or any complaint of injury
- 2 Minor minor complaint of injury by victim, but no apparent incapacitation
- 3 Moderate an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
- 4 Major 1 an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
- 5 Major 2 an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
- 6 Fatal death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

Contents:

	Page
Table 8.1 2007 Fatal Collision Summary	53
8.2 2007 Listing of Fatal Collisions	55

Fatal Collisions – SECTION 8

Fatal Collisions

Table 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 126 fatal collisions that occurred during 2007.

Deaths of unbelted occupants

- Fifty-five unbelted vehicle occupants were killed in 2007. This represents 48 per cent of all vehicle occupant deaths.

Age and gender of those not using seatbelts

Age of victim	Male	Female
Under 16	0	1
16-24	7	4
25-54	25	6
55 and older	8	4

Deaths of belted occupants

- Fifty-three belted vehicle occupants were killed in 2007. This represents 46 per cent of occupants.

Age and gender of those using seatbelts

Age of victim	Male	Female
Under 16	1	2
16-24	10	5
25-54	11	5
55 and older	12	7

Deaths where seatbelt use was not known

Age and gender of those where seatbelt use was not known

Age of victim	Male	Female
Under 16	0	0
16-24	0	1
25-54	2	0
55 and older	3	0

Fatal Collisions – SECTION 8

2007 Fatal Collisions Summary

Table 8.1

SUMMARY: For the year ending Dec. 31, 2007, there were 143 traffic fatalities in Saskatchewan. These 143 fatalities consisted of 85 drivers and 29 passengers, 15 pedestrians, two bicyclists, nine motorcyclists, two operators of a snowmobile and one ATV operator.

1. Pedestrian Summary:

- Fifteen pedestrian deaths
- Four on urban streets
- Six on provincial highways
- Five on a First Nation road
- In two of the cases, the pedestrian had been drinking, and in eight cases the pedestrian action was listed as a contributing factor in the incident.

2. Bicyclist Summary:

- There were two bicycle deaths in 2007 – one on a street and one on a First Nation road.

3. Motorcyclist Summary:

- Nine motorcyclists were killed in 2007. Five on an urban street and four on provincial highways.
- Two of the crashes were attributed to the action of the other driver while seven were the fault of the cyclist.

4. All Terrain Vehicle Summary:

- One ATV operator was killed while operating the vehicle in a rural municipal road.

5. Vehicle Occupant Summary:

- In 2007, there were 114 vehicle occupant deaths. Fifty-three were using safety restraints and 55 were not. Seatbelt usage for the remaining six was not known.

Seatbelt Used: 53 deaths

- ☐ Four were in the vehicle of a drinking driver
- ☐ Seventeen were single vehicle crashes, 14 of which were rollovers
- ☐ Type of vehicle the occupant was in:
 - 29 passenger cars
 - 13 pickup trucks
 - eight vans or SUV's
 - three semi tractor units or large trucks

Seatbelt Not or Improperly Worn: 55 deaths

- ☐ Twenty-one were in the vehicle of a drinking driver
- ☐ Thirty-two victims were in single vehicle crashes; 23 of them were rollovers
- ☐ Type of vehicle the occupant was in:
 - 15 passenger cars
 - 18 pickup trucks
 - 18 vans or SUV's
 - three semi tractor units or large trucks
 - one other vehicle

Fatal Collisions – SECTION 8

Seatbelt Use Not Known or Not Stated: six deaths

- Three were in the vehicle of a drinking driver
- One was a single vehicle crash.
- Type of vehicle the occupant was in:
 - Four were occupants of cars
 - Two were occupants of pickup trucks, vans or SUVs

6. 2007 Traffic Deaths by Day of Week:

- Sunday 27
- Monday 12
- Tuesday 8
- Wednesday 19
- Thursday 23
- Friday 26
- Saturday 28

7. 2007 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	5	Noon to 0:59 p.m.	6
1 to 1:59 a.m.	3	1 to 1:59 p.m.	3
2 to 2:59 a.m.	9	2 to 2:59 p.m.	8
3 to 3:59 a.m.	6	3 to 3:59 p.m.	10
4 to 4:59 a.m.	1	4 to 4:59 p.m.	7
5 to 5:59 a.m.	1	5 to 5:59 p.m.	6
6 to 6:59 a.m.	3	6 to 6:59 p.m.	7
7 to 7:59 a.m.	4	7 to 7:59 p.m.	8
8 to 8:59 a.m.	6	8 to 8:59 p.m.	5
9 to 9:59 a.m.	3	9 to 9:59 p.m.	7
10 to 10:59 a.m.	5	10 to 10:59 p.m.	13
11 to 11:59 a.m.	6	11 to 11:59 p.m.	11

8. 2007 Traffic Deaths by Type of Roadway:

- Provincial Highways 84
- Rural Roads 28
- Urban Streets 21
- Other Roads 10

Fatal Collisions – SECTION 8

2007 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
1	First Nation Land	1	5	Yes	No	The impaired driver of a car travelling in the wrong lane collided head on with another car, killing the driver and injuring five. No seatbelts were used in either vehicle.

January summary: One person was killed in one collision which involved alcohol.

2	Grid Road	1	1	No	No	The driver of a semi collided head on with an oncoming semi, killing the driver. The collision was due to the icy road condition.
3	Grid Road	1	2	No	Yes	The driver of a car failed to yield the right of way and struck another car, killing the driver at an uncontrolled intersection.
4	Rural/Urban Hwy	1	0	No	No	The driver of a minivan crossed the highway and struck a parked semi truck trailer head on.

February summary: Three people were killed in three different collisions. None involved alcohol.

5	Rural/Urban Hwy	1	1	No	Yes	The driver of a car lost control, crossed over into the oncoming lane and collided head on with a van. The driver of the car was killed.
6	Street	1	0	No	No	The driver of an SUV lost control and rolled when he was operating his vehicle at a high rate of speed. The driver was ejected and killed.
7	Street	1	0	No	No	The driver of a medi-scooter traveled on the shoulder of an oncoming lane and collided with a pickup head on. The driver of the scooter was killed.
8	Rural/Urban Hwy	1	0	Yes	Helmet Worn	The driver of a snowmobile struck the snowbank and rolled. The driver was killed. Alcohol was a factor in the collision.
9	Rural/Urban Hwy	1	2	Yes	No	The driver of a car lost control, entered into the ditch and rolled. The driver was partially ejected and killed. Alcohol was a factor in this collision.
10	Rural/Urban Hwy	1	2	Yes	No	The impaired driver of a car was operating his vehicle at a high rate of speed when he lost control, and went into the ditch. The driver was partially ejected and killed.
11	Street	1	0	No	Yes	The driver of a car ran a red light and was struck by a semi at an intersection. As a result, the driver of the car was killed.
12	Rural/Urban Hwy	1	0	No	No	The driver of a car lost control, entered into the ditch and hit a fence and a tree. The driver was partially ejected and killed. No seatbelt was used.
13	First Nation Land	1	0	Yes	Ped	The impaired driver of a pickup struck a pedestrian who was walking on the roadway. As a result, the pedestrian was killed.
14	Rural/Urban Hwy	1	7	Yes	Yes	The impaired driver of a stolen pickup veered into the oncoming lane when he was being pursued by the RCMP, and struck an oncoming van. Both vehicles ended up in the ditch. One passenger of the van was ejected and killed.

March summary: Ten people were killed in 10 different collisions. Five involved alcohol.

15	Rural/Urban Hwy	1	1	No	No	The driver of an SUV lost control, entered into the ditch and rolled. Both occupants were ejected and one occupant was killed. Unable to determine the driver.
16	First Nation Land	1	0	Yes	No	The impaired driver of an SUV lost control, entered into the ditch and rolled. One passenger who was not wearing their seatbelt was ejected and killed.
17	Rural/Urban Hwy	1	1	No	Yes	The driver of a car tried to pass another car which was stopping to turn left, struck this car and spun her car into the oncoming lane - colliding with a semi. The driver of the car was killed.
18	Rural/Urban Hwy	1	0	No	Ped	A pedestrian was struck by a semi when he was running into the roadway. The pedestrian was killed.
19	Rural/Urban Hwy	1	1	No	Yes	The driver of a pickup failed to stop at a stop sign and collided with another pickup. The driver of the first pickup was killed.
20	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a pickup lost control, entered the ditch and flipped into the slough. The driver was killed.

Fatal Collisions – SECTION 8

2007 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
21	Street	1	1	No	Helmet Worn	The driver of motorcycle failed to yield the right of way and collided with a truck.
22	Grid Road	1	1	No	No	The driver of an SUV failed to stop at a stop sign and collided with a pickup. The driver of the SUV was ejected and killed.
23	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup lost control, entered into the ditch and rolled. The driver was killed.
24	Rural/Urban Hwy	3	2	No	Yes	The driver of a van lost control, entered into the water in the ditch and rolled. The driver and two passengers were killed.
25	Rural/Urban Hwy	1	0	No	Yes	The driver of a car lost control, entered into the ditch and rolled. The driver was killed.
26	Rural/Urban Hwy	1	1	No	Yes	The driver of a car drove into the oncoming lane and collided with a semi head on. The driver of the car was killed.

April summary: Fourteen people were killed in 12 different collisions. Two involved alcohol.

27	Street	1	0	No	Yes	The driver of a car was hit by a train at a railway crossing. The driver was killed.
28	Rural/Urban Hwy	1	0	Yes	No	The driver of a pickup crossed into the oncoming lane, clipped a semi-trailer and collided head on with another semi. The driver of the pickup was killed. Alcohol was a factor in the collision.
29	Rural/Urban Hwy	2	0	No	No	The driver of a pickup lost control, entered the center median, over corrected then entered into the right ditch and rolled. Both the driver and passenger were ejected and killed.
30	Rural/Urban Hwy	3	2	No	Yes	The driver of a car was driving on the center lane and collided with another car head on. Both drivers and one passenger were killed.
31	Rural/Urban Hwy	1	0	No	Helmet Worn	The driver of a semi failed to yield the right of way and struck a motorcycle running at a high rate of speed. The driver of the motorcycle was killed.
32	Rural/Urban Hwy	1	2	No	No	The driver of a car attempted to pass a semi which was making a left hand turn, collided with the semi and rolled into the ditch. The passenger of the car was ejected and killed.
33	Rural/Urban Hwy	2	1	Yes	Yes	The impaired driver of a pickup collided with another pickup head on when he was passing on a double solid line. Both drivers were killed.
34	Rural/Urban Hwy	1	0	No	Yes	The driver of a car failed to stop at a stop sign and collided with a pickup. The driver of the car was killed.
35	Rural/Urban Hwy	1	3	Yes	No	The driver of a stolen car lost control, entered into the ditch and rolled. Two passengers were not wearing their seatbelts and one of them was ejected. Alcohol was a factor in the collision.
36	Street	1	1	Yes	Yes	The driver of car was operating his vehicle at a high rate of speed, struck a pickup and then struck a light stand. The driver was killed. Alcohol was a factor in the collision.
37	Rural/Urban Hwy	1	1	No	Yes	The driver of a car failed to yield the right of way and collided with a semi. The driver of the car was killed.
38	Street	1	1	No	Yes	The driver of a car failed to stop at a stop sign and collided with a pickup. The car then spun into another parked car. The driver of the car was killed.

May summary: Sixteen people were killed in 12 different collisions. Four involved alcohol.

39	Grid Road	1	1	No	Yes	The driver of a pickup failed to yield at a yield sign and collided with another pickup at an intersection. The driver of the first pickup was killed.
40	Rural/Urban Hwy	1	0	Yes	Ped	The impaired driver of a car hit a pedestrian who was walking against the car. The pedestrian was killed.
41	Rural/Urban Hwy	2	4	No	Yes	The driver of a car pulled out and passed a truck. When they saw a van, they pulled back into their lane, hit gravel and lost control. They then overcorrected and swerved back causing them to cross into an oncoming lane, colliding with a van at a right angle. Both drivers were killed.
42	Street	2	0	No	Helmet Worn	The driver of a motorcycle operating his vehicle at a rate of high speed lost control and hit the median. Both the driver and the occupant were killed.

Fatal Collisions – SECTION 8

2007 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
43	Rural/Urban Hwy	1	0	No	Ped	While the driver and the pedestrian were arguing, the driver pulled away and the pedestrian grabbed onto the vehicle. The pedestrian tripped and was run over by the trailer being towed by the vehicle. The pedestrian was killed.
44	Street	1	0	No	Ped	A pedestrian reached through the window of a van when the van stopped on the street. The driver of the van drove away and the pedestrian held the van for a short distance before falling off. The pedestrian was killed.
45	Grid Road	1	3	Yes	No	The driver of an SUV lost control, entered into the ditch and rolled. Four occupants were not wearing their seatbelts and were ejected, including a passenger who was killed. Alcohol was involved.
46	Rural/Urban Hwy	1	2	Yes	No	The impaired driver of a pickup lost control. It entered the ditch and rolled. The driver wasn't wearing a seatbelt, and was ejected and killed.
47	Rural/Urban Hwy	2	4	Yes	No	The impaired driver of a van lost control, entered into the ditch and rolled. All occupants were not wearing their seatbelts. Two occupants were killed and the driver was ejected.
48	Street	1	0	No	Ped	A pedestrian was struck by a city transit bus while he was crossing the street between intersections.
49	Street	1	2	Yes	Yes	The impaired driver of a car rear-ended a semi while the semi was slowing for a red light. One passenger in the car was killed.
50	Rural/Urban Hwy	1	0	No	Ped	A pedestrian crossing to the oncoming traffic lane was struck by a car and killed.
51	Street	1	0	No	Ped	The driver of a pickup hit a pedestrian that he did not see. The pedestrian was killed.
52	Rural/Urban Hwy	1	2	No	Yes	The driver of a van failed to yield the right of way and collided with an SUV. The passenger of the SUV was killed.

June summary: Seventeen people were killed in 14 different collisions. Five involved alcohol.

53	Grid Road	1	2	Yes	No	The impaired driver of a pickup lost control, entered into the ditch and rolled. The driver, who was not wearing a seatbelt, was ejected and killed.
54	Rural/Urban Hwy	1	2	No	No	The driver of a car failed to yield the right of way and collided with a pickup at a highway intersection.
55	Rural/Urban Hwy	1	0	No	Yes	The driver of a van crossed over into the oncoming lane and was struck head on by a semi. The driver of the van was partially ejected and killed.
56	Rural/Urban Hwy	1	4	No	Yes	The driver of a car lost control, entered the centre meridian and rolled. The driver was killed.
57	Rural/Urban Hwy	1	1	Yes	Ped	The impaired driver struck two pedestrians walking on the shoulder of the road. One pedestrian was killed.
58	Grid Road	3	0	No	Yes	The driver of a pickup failed to stop at a stop sign and collided with another pickup. All occupants of both vehicles were killed.
59	Grid Road	1	0	No	Helmet Worn	The driver of an ATV lost control, went into the ditch and rolled in a slough. The driver of the ATV was killed.
60	Rural/Urban Hwy	1	0	Yes	No	The driver of a car lost control, entered into the ditch and rolled. The driver who wasn't wearing a seatbelt was ejected and killed. The driver had been drinking.
61	Grid Road	1	0	Yes	No	The driver of a car lost control, hit the grassy shoulder, then went back onto the road and rolled. The driver was killed.
62	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup entered into the oncoming lane and sideswiped a semi. The driver of the pickup was killed.
63	Street	1	0	Yes	No	The driver of an SUV attempted to pass other vehicles, lost control, entered into the ditch and rolled. The driver, not wearing a seatbelt, was ejected and killed.
64	Rural/Urban Hwy	1	0	No	Yes	The driver of a semi began to enter the ditch, over corrected, lost control swerving across the highway and collided with the trailer of a second semi. The driver of the first semi was partially ejected and killed.

Fatal Collisions – SECTION 8

2007 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
65	Rural/Urban Hwy	1	1	No	Yes	The driver of a semi slowed down due to a large amount of drifting smoke and was rear-ended by a truck which in turn was rear-ended by another truck. The second truck was pushed into the oncoming lane and was struck by another semi.

July summary: Fifteen people were killed in 13 different collisions. Five involved alcohol.

66	Rural/Urban Hwy	1	2	No	Yes	The driver of a van attempted to cross the highway, failed to yield and was struck by a pickup pulling a trailer. The driver of the van was killed.
67	First Nation Land	1	1	No	Ped	A passing vehicle distracted the driver of a pickup. The driver of the pickup moved closer to the shoulder and struck two pedestrians. One pedestrian was killed.
68	Rural/Urban Hwy	1	0	No	Helmet Not Worn	A motorcycle lost control, entered into the ditch and hit a concrete culvert. The driver was not wearing a legal helmet and was killed.
69	Street	1	0	No	Unknown	A bicyclist failed to yield at an intersection and was struck by a pickup. The bicyclist was killed.
70	Street	1	0	Yes	Helmet Not Worn	The driver of a motorcycle operated his vehicle at a high rate of speed, lost control and hit a flower bed. The driver was not wearing a helmet and was killed. Alcohol was a factor in the collision.
71	Rural/Urban Hwy	1	0	Yes	No	The driver of a van lost control, entered into the ditch and rolled. The driver was ejected and killed. Alcohol was a factor in the collision.
72	Rural/Urban Hwy	1	0	Yes	Ped	An impaired pedestrian was hit and killed by a vehicle as a hit and run when he was lying on the roadway.
73	Rural/Urban Hwy	2	1	No	Yes	The driver of a van entered into the oncoming lane and collided head on with a car. Both drivers were killed.
74	Rural/Urban Hwy	1	3	Yes	No	The impaired driver of a pickup was operating his vehicle in the oncoming lane and collided with a car head on. The driver of the car, who wasn't wearing a seatbelt, was ejected and killed.
75	First Nation Land	1	0	No	Unknown	The driver of a fuel truck took evasive action to avoid a slower vehicle and struck a cyclist from behind. The cyclist was killed.
76	Grid Road	1	0	No	No	The driver of a pickup hit a cow, lost control, entered into the ditch and rolled. The driver, who wasn't wearing a seatbelt, was ejected and killed.
77	Rural/Urban Hwy	1	0	Yes	Ped	There were four people inside a pickup and they all had been drinking. They got out and started a fight outside while the pickup was stopping. One person was on the ground. The impaired driver went back to the pickup, reversed and then drove forward over the person.
78	Grid Road	1	0	No	No	The driver of a car lost control, entered into the ditch and rolled. The driver was ejected and killed.
79	First Nation Land	1	0	Yes	Ped	A pedestrian was struck by a car while walking on the roadway. Alcohol was a factor for the driver in the collision.
80	Rural/Urban Hwy	1	6	Yes	No	The driver of a car failed to stop at a stop sign and collided with another car. The driver of the first car was killed. Alcohol was a factor in the collision.

August summary: Sixteen people were killed in 15 different collisions. Seven involved alcohol.

81	Rural/Urban Hwy	1	0	No	Helmet Worn	The driver of a motorcycle was exceeding the speed limit. The driver lost control, entered into the ditch and was thrown from the motorcycle. The driver was killed as a result.
----	-----------------	---	---	----	-------------	--

Fatal Collisions – SECTION 8

2007 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
82	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of a pickup lost control, entered into the ditch and rolled. One passenger, who wasn't wearing a seatbelt, was ejected and killed.
83	Rural/Urban Hwy	1	1	No	Helmet Worn	The driver of a car looked down to change songs, swerved into the oncoming lane and collided with a motorcycle head on. The driver of the motorcycle was killed.
84	Grid Road	1	1	Yes	No	The driver of a semi failed to yield the right of way and collided with an SUV. The driver of the semi was killed.
85	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup lost control, entered into the ditch and rolled. The driver was killed.
86	Grid Road	1	0	No	Yes	The driver of a truck lost control and rolled the vehicle.
87	Street	1	0	No	Yes	The driver of a car due to his medical condition hit a parked pickup. The driver died.
88	Grid Road	1	2	Yes	No	The impaired driver of a pickup entered the ditch and rolled. All occupants weren't wearing seatbelts and three of them were ejected. One passenger was killed.

September summary: Eight people were killed in eight different collisions. Three involved alcohol.

89	Grid Road	1	2	No	No	The driver of a school bus failed to yield to a car at an uncontrolled rural intersection. The driver of the car was killed. Excessive speed and lack of seatbelt use were also factors in the crash.
90	Grid Road	1	0	No	Yes	The driver of a pickup lost control, entered into the ditch and rolled. The driver was killed.
91	Rural/Urban Hwy	1	3	Yes	No	The driver of a car failed to stop at a stop sign and collided head on with a truck, also stopped at stop sign. The passenger in the car was killed. The driver of the car had been drinking.
92	Street	1	1	No	Yes	The driver of a van ran into the rear of an old car and the car caught fire. The driver of the car was killed.
93	Rural/Urban Hwy	1	3	No	Yes	The driver of a car rear-ended a slowing semi. The passenger of the car was killed.
94	Rural/Urban Hwy	1	0	No	No	The driver of a pickup crossed into the oncoming lane and collided with a fuel truck head on. The driver of the pickup was killed.
95	Rural/Urban Hwy	1	1	No	Yes	The driver of a car slowing to enter a private driveway was rear-ended by a pickup. Both vehicles went into the ditch and the driver of the car was killed.
96	Street	1	1	Yes	Yes	The impaired driver operating his vehicle at a high rate of speed lost control and hit a tree. The passenger was killed.
97	Rural/Urban Hwy	2	6	Yes	No	The driver of a van lost control and rolled into the left ditch. None of the occupants were wearing their seatbelts. The driver and one passenger were ejected and killed. Alcohol was a factor in the collision.
98	Rural/Urban Hwy	2	1	No	No	The driver of a car lost control on loose gravel and skidded into the oncoming lane. A car travelling the other way struck the car on the passenger side, sending it into the ditch where it was engulfed with flames, killing two people.
99	First Nation Land	1	0	Yes	Ped	The impaired driver of a van, driving on the wrong side of the road, struck a pedestrian that was walking along the roadway with traffic.
100	First Nation Land	1	0	Yes	No	The driver of a car hit the ditch on the right side and rolled the vehicle.
101	Rural/Urban Hwy	1	1	Yes	No	The driver of a van lost control and rolled multiple times into the ditch. The driver and the passenger were ejected. The driver was fatally injured. The driver had been drinking.
102	Rural/Urban Hwy	1	0	No	Yes	The driver of a van crossed the centerline and collided with a heavy vehicle. The driver of the van was killed.
103	Street	1	1	No	Yes	The driver of a truck left a stop sign before it was safe and was t-boned by a car. The driver of the truck was killed.

Fatal Collisions – SECTION 8

2007 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
104	Street	1	0	No	Helmet Worn	A motorcyclist lost control, hit the median, then crossed into the oncoming lane and was run over by an oncoming car. The motorcyclist was killed.

October summary: Eighteen people were killed in 16 different collisions. Six involved alcohol.

105	Grid Road	1	2	No	Yes	The driver of a car lost control of the vehicle on a gravel road and rolled over into the ditch.
106	Rural/Urban Hwy	1	0	No	No	The driver of a car drove over a section that was part pavement and part gravel. The driver slid on a patch of gravel on the shoulder and started spinning entering the ditch. The vehicle then rolled numerous times. The driver was killed.
107	Rural/Urban Hwy	1	2	Yes	Yes	A car collided with a truck head on. The driver of the car was fatally injured. The driver of the truck had been drinking.
108	Rural/Urban Hwy	1	1	No	Yes	The driver of a car entered the median and rolled, ending up in eastbound lanes. The car was then struck by a tractor trailer and caught fire. The tractor trailer rolled into the ditch.
109	Rural/Urban Hwy	1	0	Yes	No	The driver of a pickup hit the shoulder, over-corrected and rolled into the ditch. The driver wasn't wearing their seatbelt and was killed. Alcohol was a factor in this collision.
110	Grid Road	1	1	No	No	The driver of a car u-turned in the middle of the roadway and was t-boned by a school bus. The driver of the car was killed.
111	Grid Road	1	0	Yes	Yes	The driver of a truck lost control and entered the left ditch, rolled once and landed on its roof in shallow water. The driver was killed.
112	Rural/Urban Hwy	2	0	No	No	The driver of a truck proceeded from a stop sign before safe and was t-boned by another truck. Two occupants from the first truck were killed.
113	Rural/Urban Hwy	1	1	No	Yes	The driver of a semi-trailer unit drove off the road and into the ditch. The driver then ramped back onto the roadway and in an attempt to straighten out, he rolled onto the driver's side. The driver was killed.
114	Rural/Urban Hwy	1	0	No	No	A vehicle entered the east ditch, hit the approach and rolled. The driver, who wasn't wearing a seatbelt, was ejected and killed.
115	Rural/Urban Hwy	1	1	No	No	The driver of a truck failed to stop at a stop sign and struck a semi-trailer unit. The driver of the truck was killed.
116	Street	1	0	No	Ped	The driver of a car struck a pedestrian in a marked crosswalk. The pedestrian was killed.
117	Grid Road	2	0	Yes	No	The impaired driver of a truck lost control, went into the ditch and rolled.

November summary: Fifteen people were killed in 13 different collisions. Four involved alcohol.

118	Grid Road	1	0	Yes	No	The driver of a truck lost control and rolled the vehicle. The driver of the truck had been drinking.
119	Rural/Urban Hwy	1	1	Yes	No	The driver of a van lost control, entered the ditch and rolled several times. The driver had been drinking.
120	Grid Road	1	0	No	No	The driver of a truck was struck by a train when proceeding across an uncontrolled rail crossing.
121	First Nation Land	1	0	No	Helmet Worn	The driver of a snowmobile travelling at a high rate of speed struck a large rock and was ejected from the vehicle.
122	Rural/Urban Hwy	2	4	No	No	The driver of a van failed to yield to a heavy truck and was struck on the passenger side, fatally injuring two passengers.
123	Grid Road	1	3	No	Yes	The driver of the truck failed to yield at a yield sign and collided with another truck. The driver of the first truck was killed.
124	Rural/Urban Hwy	1	0	No	No	The driver of a car drove into the west ditch and struck a mound of dirt.
125	Rural/Urban Hwy	1	3	No	Yes	The driver of a truck was pulling a vehicle that was stuck on the side of road, when the vehicle was struck head on by a car. The passenger in the car was killed.
126	Rural/Urban Hwy	1	2	No	Yes	The driver of an SUV swerved on ice, crossed the centre line and collided with a car. The driver of the car was killed.

December summary: Ten people were killed in nine different collisions. Two involved alcohol.

Pedestrians

Contents:

	Page
Table 9.1 Pedestrians Injured or Killed by Age Group	63
9.2 Pedestrians Injured or Killed by Action and Age Group	63
9.3 Pedestrians Injured or Killed by Road System	63
9.4 Pedestrians Injured or Killed by Time of Day	64
9.5 Pedestrians Injured or Killed by Month	64

Pedestrians

2007 Quick Facts on Pedestrian Collisions

- Fifteen pedestrians were killed and 308 were injured in 2007.
- Pedestrian action was the contributing factor in eight of the 15 deaths.
- In two of the fatal collisions the pedestrian had been drinking.
- Sixteen per cent of the pedestrians injured or killed were under the age of 15.
- Eighty-nine per cent of the pedestrians were injured or killed in an urban area.
- Thirty-two per cent of the pedestrians were hit while trying to cross at an intersection, and 28 per cent were hit while crossing or running onto the roadway mid-block.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 5 and 6 p.m.
- Sunday and Friday were the worst days for pedestrian collisions and October was the worst month.

Pedestrians – SECTION 9

Pedestrians Injured or Killed by Age Group

Table 9.1

	Age Group									Not Stated	Total	%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +			
Injured	9	41	49	34	48	35	40	18	26	8	308	95.4
Killed	0	2	1	2	1	3	3	0	3	0	15	4.6
Total	9	43	50	36	49	38	43	18	29	8	323	
%	2.8	13.3	15.5	11.1	15.2	11.8	13.3	5.6	9.0	2.5		100

Pedestrians Injured or Killed by Action and Age Group

Table 9.2

Action *	Age Group									Not Stated	Total	%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +			
At Int Xing with ROW	0	5	12	10	9	8	16	6	14	3	83	25.7
At Int Xing without ROW	1	0	4	0	0	2	1	0	1	1	10	3.1
At Int Xing No Traffic Control	0	3	3	1	2	0	0	0	2	0	11	3.4
Xing Road between Int	0	3	3	4	2	3	7	5	6	1	34	10.5
Walking, Facing Traffic	0	3	1	0	2	2	1	0	0	1	10	3.1
Walking with Traffic	0	4	3	0	0	3	0	0	1	0	11	3.4
On Sidewalk or Median	0	0	3	5	3	2	2	0	1	0	16	5.0
Walking on Roadway	0	0	3	4	6	4	3	0	1	0	21	6.5
From Behind Vehicle	0	4	3	3	2	3	2	3	1	0	21	6.5
Running into Road	7	16	4	8	9	2	5	3	0	1	55	17.0
Getting on/off Other Vehicle	1	1	2	0	3	3	1	0	0	0	11	3.4
Working on Vehicle	0	0	1	0	1	1	2	0	0	0	5	1.5
Playing on Roadway	0	3	0	0	0	0	0	0	0	1	4	1.2
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Roadway	0	0	0	0	0	1	1	0	0	0	2	0.6
Hitchhiking	0	0	0	0	0	0	0	0	0	0	0	0.0
Skateboarding	0	0	3	0	1	0	0	0	0	0	4	1.2
Wheelchair on Road	0	0	0	0	0	0	1	0	1	0	2	0.6
Not Stated	0	1	5	1	9	4	1	1	1	0	23	7.1
Total	9	43	50	36	49	38	43	18	29	8	323	100

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Table 9.3

Road System	Injured	%	Killed	%	Total	%
Street/Lane	282	87.3	4	1.2	286	88.5
Rural/Urban Highways	9	2.8	6	1.9	15	4.6
Rural/Municipal and Grid Roads	1	0.3	0	0.0	1	0.3
Other Roads (First Nations Land)	16	5.0	5	1.5	21	6.5
Total	308	95.4	15	4.6	323	100

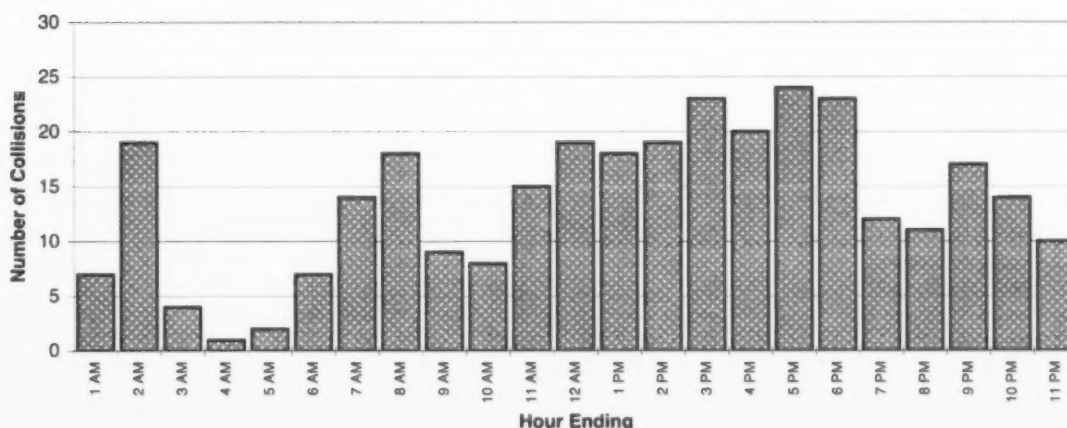
Pedestrians – SECTION 9

Pedestrians Injured or Killed by Time of Day

Table 9.4

Hour of Collision	Collisions	Hour of Collision	Collisions
Midnight to 0:59 a.m.	5	1 to 1:59 p.m.	18
1 to 1:59 a.m.	7	2 to 2:59 p.m.	19
2 to 2:59 a.m.	19	3 to 3:59 p.m.	23
3 to 3:59 a.m.	4	4 to 4:59 p.m.	20
4 to 4:59 a.m.	1	5 to 5:59 p.m.	24
5 to 5:59 a.m.	2	6 to 6:59 p.m.	23
6 to 6:59 a.m.	7	7 to 7:59 p.m.	12
7 to 7:59 a.m.	14	8 to 8:59 p.m.	11
8 to 8:59 a.m.	18	9 to 9:59 p.m.	17
9 to 9:59 a.m.	9	10 to 10:59 p.m.	14
10 to 10:59 a.m.	8	11 to 11:59 p.m.	10
11 to 11:59 a.m.	15	Not Stated	4
Noon to 0:59 p.m.	19	Total	323

Pedestrians Injured or Killed by Hour of Collision

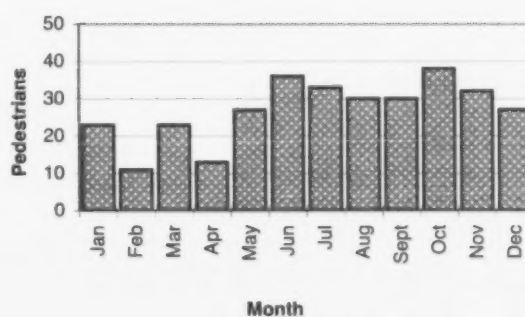


Pedestrians Injured or Killed by Month

Table 9.5

Month	Collisions
January	23
February	11
March	23
April	13
May	27
June	36
July	33
August	30
September	30
October	38
November	32
December	27
Total	323

Pedestrians Injured or Killed by Month



Alcohol

Contents:

		Page
Figure	10.1 Alcohol-Involved Collisions by Year	67
	10.2 Per cent of Alcohol-Involved Collisions by Year	68
	10.3 Alcohol-Involved Collisions by Month	69
	10.4 Injuries Due to Alcohol-Involved Collisions by Month	70
	10.5 Deaths Due to Alcohol-Involved Collisions by Month	71
	10.6 Collisions Involving Drinking Drivers by Day of Week	72
	10.7 Collisions Involving Drinking Drivers by Time of Day	72
	10.8 2007 Drinking Drivers by Driver Age	74
	10.9 2007 Injury Classification by Alcohol Involvement	74
Table	10.1 Number of Collisions and Victims Involving Alcohol by Year	67
	10.2 Per cent of Collisions and Victims Involving Alcohol by Year	68
	10.3 Alcohol-Involved Collisions by Month and Year	69
	10.4 Injuries Due to Alcohol-Involved Collisions by Month and Year	70
	10.5 Deaths Due to Alcohol-Involved Collisions by Month and Year	71
	10.6 Collisions Involving a Drinking Driver	73
	10.7 Collisions Involving Pedestrians or Bicyclists That Had Been Drinking	73
	10.8 Injury Classification of Vehicle Occupants by Alcohol Involvement	74
	10.9 2007 Drinking Drivers by Gender and Severity of Collision	75
	10.10 Drinking Drivers in Collisions by Gender by Year	76
	10.11 Drinking Drivers in Collisions by Collision Severity by Year	76

Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI continues to work on solutions to help resolve this important traffic safety issue. There are serious consequences for drinking and driving.

Driver licence suspension periods apply if a driver is convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and, any subsequent offence results in a five-year licence suspension. Fines for these offences start at \$600, with no maximum.

If a driver is at fault for a collision while driving impaired, they have no insurance coverage for the damage to their vehicle or to others' vehicles or property.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

Drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

New drivers who consume any amount of alcohol and drive receive a 30-day suspension and must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension and mandatory addictions screening, and an education or recovery program recommended by a drug and alcohol counsellor before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. A second 24-hour suspension is extended to a 15-day driver's licence suspension. The driver is also required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver had a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

Police now have a new tool for detecting impairment. The Standardized Field Sobriety Test (SFST) is a series of tests that detect if a driver is impaired by alcohol and/or drugs. Failing or refusing to take the SFST results in an immediate 24-hour driver's licence suspension.

Alcohol – SECTION 10

Number of Collisions and Victims Involving Alcohol by Year

Table 10.1

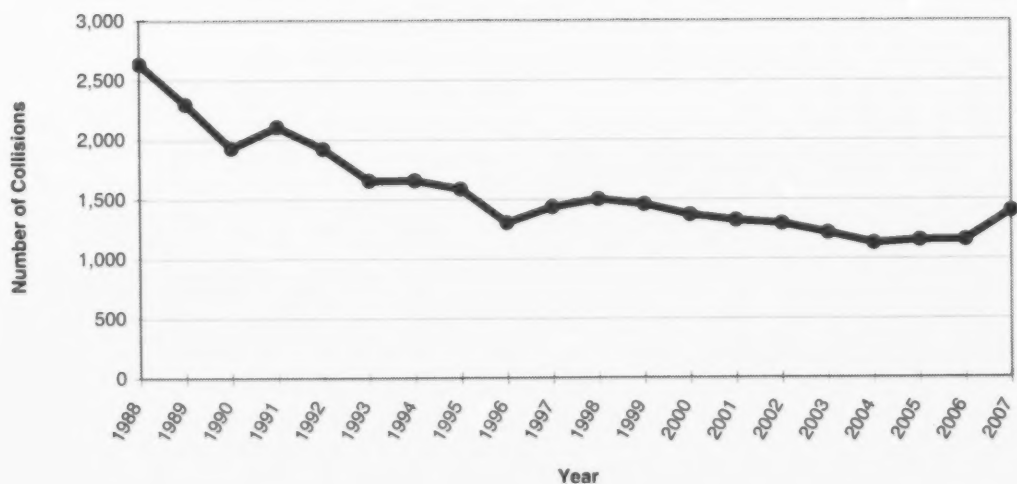
Year	Number of Collisions				Number of Victims		
	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,498	729	68	2,295	1,255	76	1,331
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	689	71	2,104	1,196	82	1,278
1992	1,197	671	52	1,920	1,251	61	1,312
1993	961	638	53	1,652	1,111	64	1,175
1994	966	641	46	1,653	1,128	51	1,179
1995	980	548	54	1,582	980	59	1,039
1996	766	499	34	1,299	893	43	936
1997	829	558	44	1,431	1,055	55	1,110
1998	891	561	46	1,498	1,006	54	1,060
1999	850	543	61	1,454	981	83	1,064
2000	789	542	36	1,367	939	44	983
2001	805	452	63	1,320	820	74	894
2002	748	501	43	1,292	811	46	857
2003	703	457	53	1,213	784	58	842
2004	633	453	40	1,126	786	49	835
2005	723	393	35	1,151	653	39	692
2006	722	390	42	1,154	721	43	764
2007	892	464	41	1,397	854	45	899

Minimum reporting limits for property damage only collisions were \$200 prior to 1984, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol-Involved Collisions by Year

Figure 10.1



Alcohol – SECTION 10

Per cent of Collisions and Victims Involving Alcohol by Year

Table 10.2

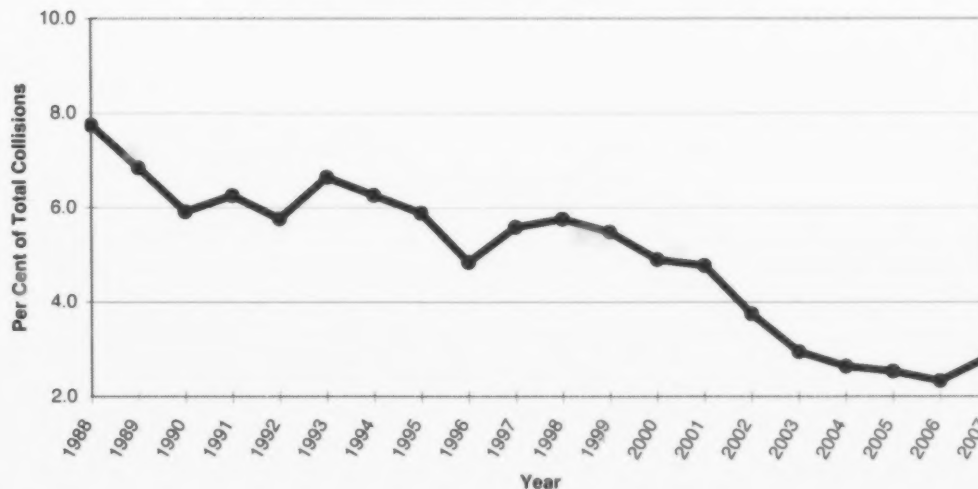
Year	Per cent of Collisions				Per cent of Victims		
	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1988	6.1	14.7	39.4	7.7	17.3	40.5	17.8
1989	5.4	13.2	42.0	6.8	15.4	39.6	16.0
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.2	47.0	6.2	15.6	48.0	16.3
1992	4.3	12.6	40.9	5.8	15.6	42.7	16.0
1993	5.0	11.6	39.6	6.6	13.8	41.8	14.4
1994	4.7	11.4	34.3	6.3	13.8	33.8	14.1
1995	4.5	10.9	40.0	5.9	13.1	37.6	13.6
1996	3.5	10.6	32.1	4.8	13.1	31.9	13.4
1997	4.1	10.9	33.8	5.6	13.8	33.5	14.3
1998	4.3	11.3	36.2	5.8	13.9	36.7	14.4
1999	4.1	9.9	40.7	5.5	12.2	43.9	12.9
2000	3.5	10.0	26.3	4.9	11.9	29.1	12.3
2001	3.6	9.2	45.0	4.8	11.8	44.3	12.5
2002	2.6	9.8	35.0	3.7	11.1	33.6	11.5
2003	2.0	8.4	39.0	2.9	10.2	39.2	10.8
2004	1.7	8.4	38.1	2.6	10.4	38.9	10.9
2005	1.8	7.7	28.2	2.5	9.2	28.7	9.6
2006	1.6	7.8	33.3	2.3	10.5	30.1	10.9
2007	2.0	9.2	32.5	2.8	12.5	31.5	12.9

Minimum reporting limits for property damage only collisions were \$200 prior to 1984, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol-Involved Collisions by Year

Figure 10.2



Alcohol – SECTION 10

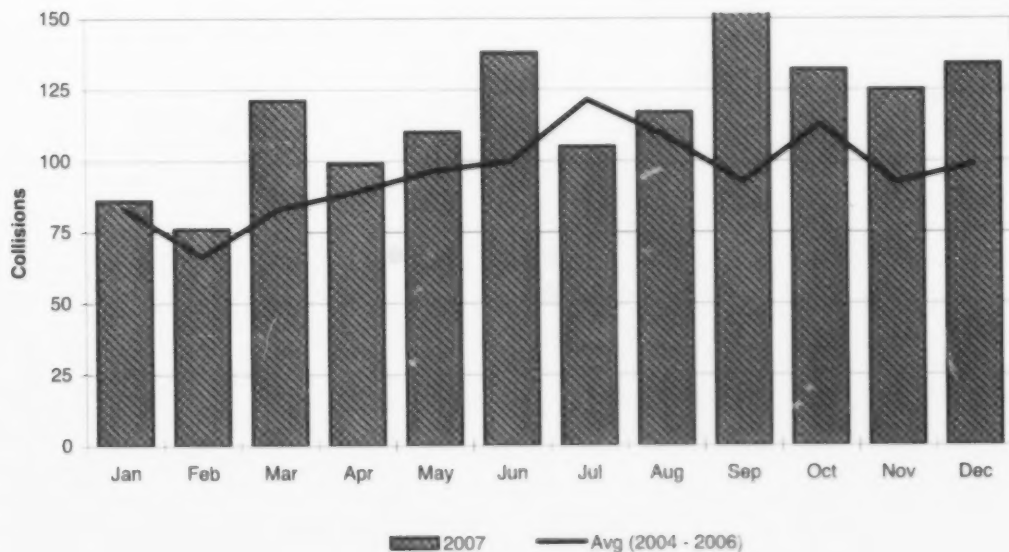
Alcohol-Involved Collisions by Month and Year

Table 10.3

Month	2002	2003	2004	2005	2006	Average 2004-2006	2007	% Change
January	109	75	90	84	75	83.0	86	3.6
February	105	80	60	63	76	66.3	76	14.6
March	94	88	88	81	80	83.0	121	45.8
April	86	91	92	76	99	89.0	99	11.2
May	115	100	100	86	103	96.3	110	14.2
June	138	114	103	93	103	99.7	138	38.5
July	102	121	124	142	98	121.3	105	-13.5
August	123	120	91	125	110	108.7	117	7.7
September	111	109	95	89	94	92.7	154	66.2
October	107	113	106	111	121	112.7	132	17.2
November	106	86	91	79	107	92.3	125	35.4
December	96	116	86	122	88	98.7	134	35.8
Totals	1,292	1,213	1,126	1,151	1,154	1,143.7	1,397	22.2

Alcohol-Involved Collisions by Month

Figure 10.3



Alcohol – SECTION 10

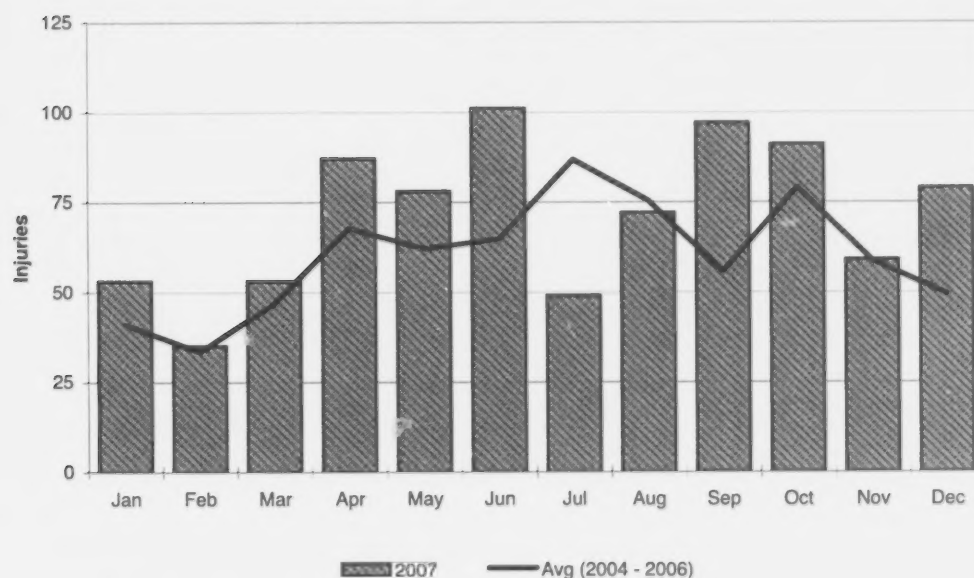
Injuries Due to Alcohol-Involved Collisions by Month and Year

Table 10.4

Month	2002	2003	2004	2005	2006	Average 2004-2006	2007	% Change
January	63	30	37	52	34	41.0	53	29.3
February	47	38	38	22	40	33.3	35	5.0
March	67	50	51	47	42	46.7	53	13.6
April	48	50	88	40	75	67.7	87	28.6
May	90	77	78	48	60	62.0	78	25.8
June	100	95	78	35	81	64.7	101	56.2
July	77	76	90	101	69	86.7	49	-43.5
August	84	91	75	75	76	75.3	72	-4.4
September	68	85	60	47	60	55.7	97	74.3
October	57	94	77	67	93	79.0	91	15.2
November	58	40	74	49	53	58.7	59	0.6
December	52	58	40	70	38	49.3	79	60.1
Totals	811	784	786	653	721	720.0	854	18.6

Injuries Due to Alcohol-Involved Collisions by Month

Figure 10.4



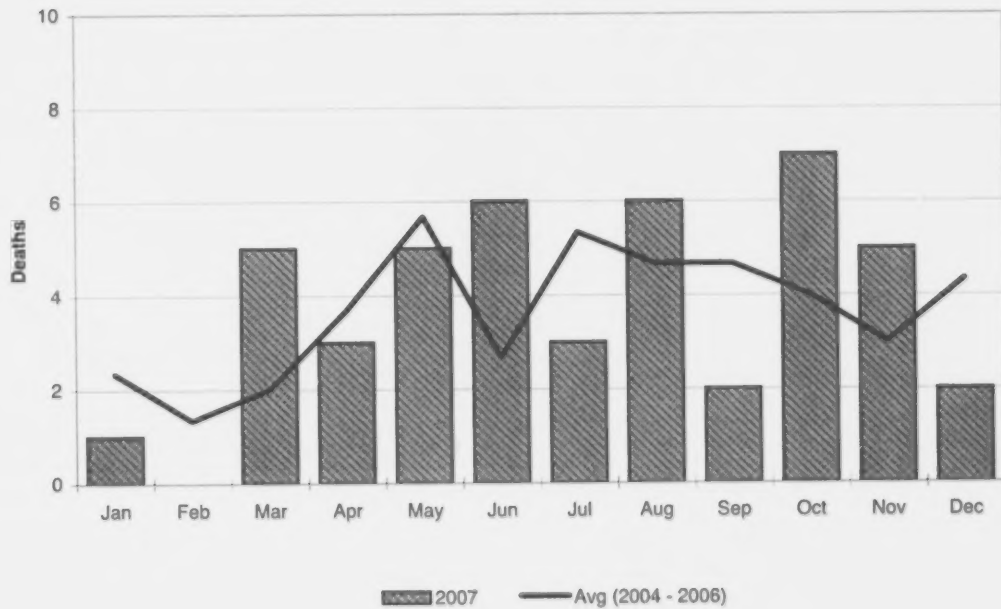
Deaths Due to Alcohol-Involved Collisions by Month and Year

Table 10.5

Month	2002	2003	2004	2005	2006	Average 2004-2006	2007	% Change
January	5	4	2	1	4	2.3	1	-57.1
February	2	4	1	0	3	1.3	0	-100.0
March	0	2	5	0	1	2.0	5	150.0
April	5	2	5	2	4	3.7	3	-18.2
May	4	3	2	7	8	5.7	5	-11.8
June	5	12	2	6	0	2.7	6	125.0
July	8	5	7	4	5	5.3	3	-43.8
August	0	9	6	5	3	4.7	6	28.6
September	4	3	7	3	4	4.7	2	-57.1
October	7	9	7	2	3	4.0	7	75.0
November	3	2	4	2	3	3.0	5	66.7
December	3	3	1	7	5	4.3	2	-53.8
Totals	46	58	49	39	43	43.7	45	3.1

Deaths Due to Alcohol-Involved Collisions by Month

Figure 10.5



Alcohol – SECTION 10

Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

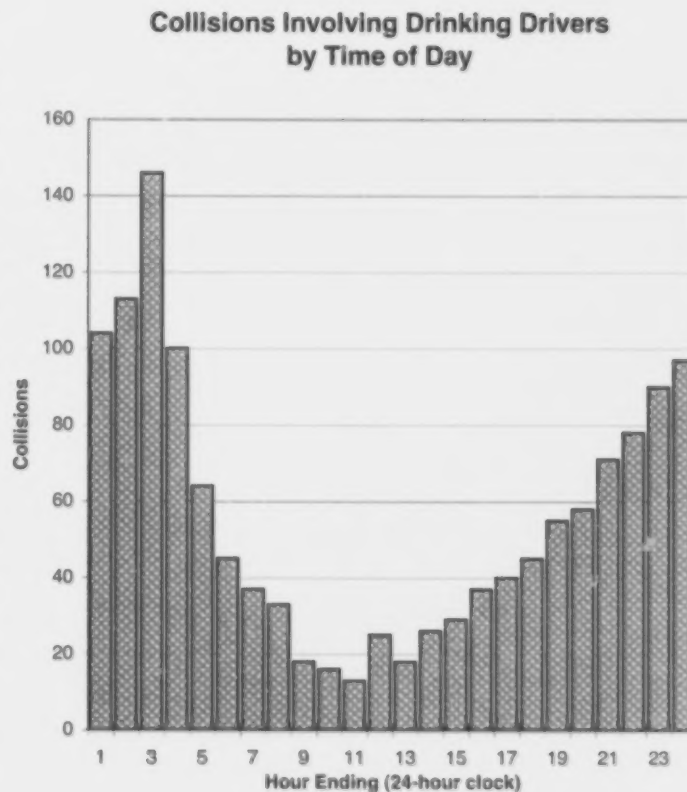
Day of the Week	Collisions
Sunday	281
Monday	110
Tuesday	86
Wednesday	106
Thursday	146
Friday	237
Saturday	412
TOTAL	1378



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	Collisions
Midnight to 0:59 a.m.	104
1 to 1:59 a.m.	113
2 to 2:59 a.m.	146
3 to 3:59 a.m.	100
4 to 4:59 a.m.	64
5 to 5:59 a.m.	45
6 to 6:59 a.m.	37
7 to 7:59 a.m.	33
8 to 8:59 a.m.	18
9 to 9:59 a.m.	16
10 to 10:59 a.m.	13
11 to 11:59 a.m.	25
Noon to 0:59 p.m.	18
1 to 1:59 p.m.	26
2 to 2:59 p.m.	29
3 to 3:59 p.m.	37
4 to 4:59 p.m.	40
5 to 5:59 p.m.	45
6 to 6:59 p.m.	55
7 to 7:59 p.m.	58
8 to 8:59 p.m.	71
9 to 9:59 p.m.	78
10 to 10:59 p.m.	90
11 to 11:59 p.m.	97
Time not stated	20
TOTAL	1378



Collisions Involving a Drinking Driver

Table 10.6

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1988	1,688	867	63	2,618	1,511	81	1,592
1989	1,490	724	68	2,282	1,255	76	1,331
1990	1,261	604	57	1,922	1,036	65	1,101
1991	1,337	682	71	2,090	1,196	82	1,278
1992	1,192	659	52	1,903	1,251	61	1,312
1993	958	632	52	1,642	1,111	64	1,175
1994	966	636	46	1,648	1,128	51	1,179
1995	975	542	53	1,570	980	59	1,039
1996	765	494	33	1,292	893	43	936
1997	626	553	44	1,423	1,055	55	1,110
1998	888	555	46	1,489	1,006	54	1,060
1999	845	530	61	1,436	981	83	1,064
2000	788	531	36	1,355	939	44	983
2001	804	449	63	1,316	820	74	894
2002	746	489	43	1,278	811	46	857
2003	701	451	53	1,205	784	58	842
2004	626	444	40	1,112	786	49	835
2005	717	389	35	1,141	653	39	692
2006	715	383	42	1,140	721	43	764
2007	877	460	41	1,378	854	45	899

Collisions Involving Pedestrians or Bicyclists That Had Been Drinking

Table 10.7

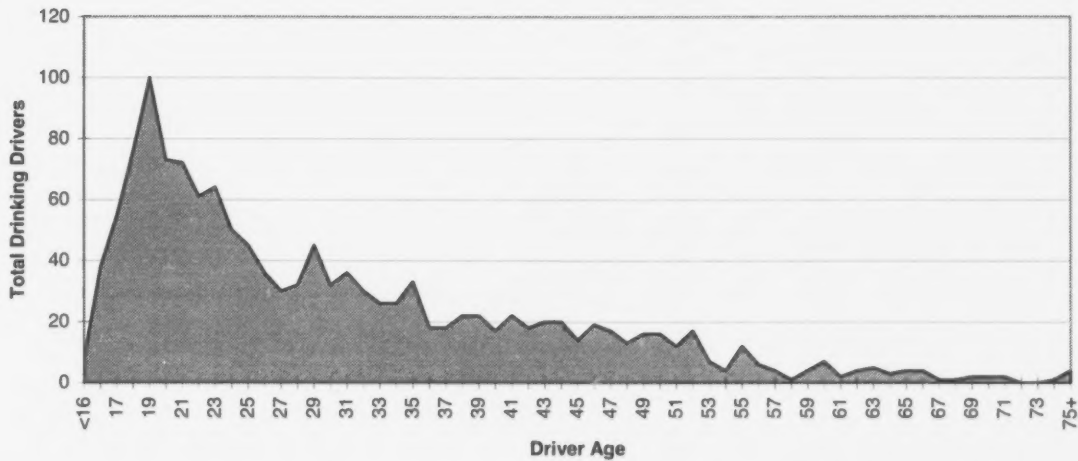
Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1988	0	9	0	9	9	0	9
1989	1	5	0	6	5	0	5
1990	0	2	1	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	16	5	23	17	5	22
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	29	6	37	34	6	40
2004	5	23	6	34	24	6	30
2005	2	23	8	33	23	8	31
2006	6	36	3	45	36	3	39
2007	3	27	2	32	28	2	30

Pedestrian contributing factors were not recorded prior to 1991 and bicyclist statistics are not available prior to 1988.

Alcohol – SECTION 10

2007 Drinking Drivers by Driver Age

Figure 10.8



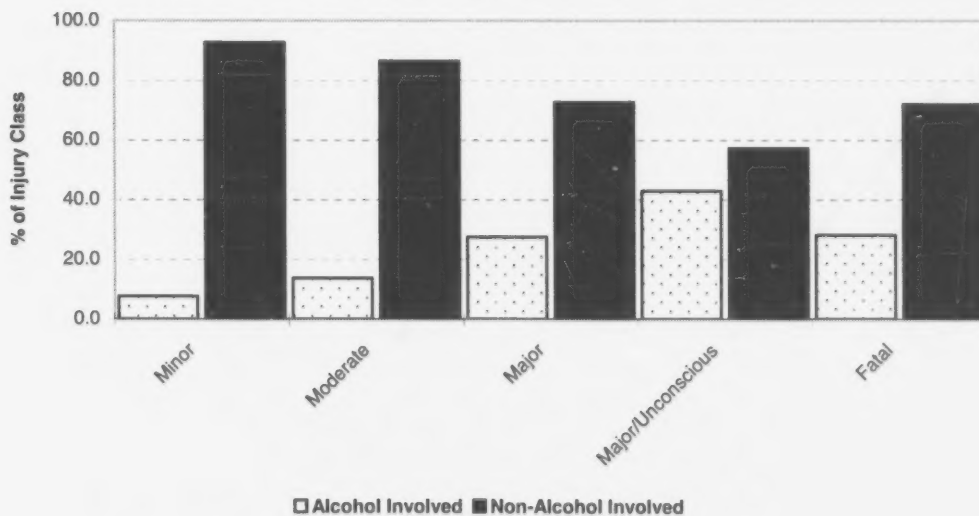
2007 Injury Classification of Vehicle Occupants by Alcohol Involvement

Table 10.8

Injury Classification	Occupants of a Drinking Driver		All Vehicle Occupants	% with Alcohol
	Yes	No		
Minor	314	3,865	4,171	7.5
Moderate	218	1,379	1,597	13.7
Major	84	222	306	27.5
Major/Unconscious	21	28	49	42.9
Fatal	32	82	114	28.1
Total	669	5,576	6,245	10.7

2007 Injury Class by Alcohol Involvement

Figure 10.9



Alcohol – SECTION 10

2007 Drinking Drivers by Gender and Severity of Collision

Table 10.9

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	6	2	0	8	5	2	1	8
16	25	13	0	38	26	11	1	38
17	42	13	0	55	33	20	2	55
18	65	11	0	76	46	28	2	76
19	75	25	0	100	63	35	2	100
20	58	15	0	73	40	31	2	73
21	58	14	0	72	42	29	1	72
22	50	11	0	61	40	19	2	61
23	49	15	0	64	39	23	2	64
24	42	8	0	50	33	15	2	50
25	36	9	0	45	28	17	0	45
26	26	10	0	36	23	13	0	36
27	23	7	0	30	19	11	0	30
28	23	9	0	32	28	3	1	32
29	34	11	0	45	26	18	1	45
30	27	5	0	32	22	10	0	32
31	31	5	0	36	24	10	2	36
32	21	9	0	30	22	7	1	30
33	19	7	0	26	16	10	0	26
34	21	5	0	26	17	8	1	26
35	26	7	0	33	21	12	0	33
36	10	8	0	18	10	8	0	18
37	11	7	0	18	10	7	1	18
38	18	4	0	22	11	9	2	22
39	18	4	0	22	13	9	0	22
40	11	6	0	17	11	4	2	17
41	16	6	0	22	15	6	1	22
42	10	8	0	18	13	5	0	18
43	19	1	0	20	12	7	1	20
44	14	6	0	20	13	5	2	20
45	12	2	0	14	4	9	1	14
46	18	1	0	19	13	6	0	19
47	13	4	0	17	10	7	0	17
48	7	6	0	13	7	6	0	13
49	6	10	0	16	10	6	0	16
50	12	4	0	16	11	4	1	16
51	10	2	0	12	7	4	1	12
52	11	6	0	17	9	6	2	17
53	7	0	0	7	5	2	0	7
54	3	1	0	4	1	3	0	4
55	11	1	0	12	9	3	0	12
56	3	3	0	6	6	0	0	6
57	4	0	0	4	4	0	0	4
58	1	0	0	1	1	0	0	1
59	3	1	0	4	1	3	0	4
60	5	2	0	7	4	2	1	7
61	2	0	0	2	2	0	0	2
62	4	0	0	4	3	0	1	4
63	3	2	0	5	1	4	0	5
64	1	2	0	3	1	2	0	3
65	2	2	0	4	2	2	0	4
66	4	0	0	4	2	2	0	4
67	1	0	0	1	1	0	0	1
68	1	0	0	1	0	1	0	1
69	1	1	0	2	1	0	1	2
70	1	1	0	2	2	0	0	2
71	1	1	0	2	2	0	0	2
72	0	0	0	0	0	0	0	0
73	0	0	0	0	0	0	0	0
74	1	0	0	1	0	1	0	1
75	1	0	0	1	0	1	0	1
76	0	1	0	1	1	0	0	1
77	0	0	0	0	0	0	0	0
78	1	0	0	1	1	0	0	1
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	1	0	0	1	1	0	0	1
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	2	1	64	67	59	7	1	67
Total	1,037	315	64	1,416	902	473	41	1,416

*PD Only = Property Damage Only Collision

** NS is where the driver age is not stated.

Alcohol – SECTION 10

Drinking Drivers in Collisions by Gender by Year

Table 10.10

Age	2005				2006				2007			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	1	5	0	6	6	4	0	10	6	2	0	8
16	21	10	0	31	26	15	0	41	25	13	0	38
17	29	7	0	36	24	10	1	35	42	13	0	55
18	56	17	0	73	40	25	3	68	65	11	0	76
19	62	19	0	81	45	22	2	69	75	25	0	100
20	58	11	0	69	40	34	3	77	58	15	0	73
21	62	17	0	79	43	15	3	61	58	14	0	72
22	36	11	0	47	32	35	4	71	50	11	0	61
23	41	6	0	47	31	12	3	46	49	15	0	64
24	36	9	1	46	29	18	3	50	42	8	0	50
25 - 34	194	63	1	258	168	81	5	254	261	77	0	338
35 - 44	134	45	0	179	95	57	11	163	153	57	0	210
45 - 54	76	19	1	96	68	35	2	105	99	36	0	135
55 - 64	35	5	0	40	24	11	2	37	37	11	0	48
65 - 74	16	1	0	17	13	4	0	17	12	5	0	17
75 >	6	1	0	7	5	0	0	5	3	1	0	4
NS *	6	0	39	45	33	11	3	47	2	1	64	67
Total	869	246	42	1,157	722	389	45	1,156	1,037	315	64	1,416

Drinking Drivers in Collisions by Collision Severity by Year

Table 10.11

Age	2005				2006				2007			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	3	3	0	6	6	4	0	10	5	2	1	8
16	16	13	2	31	26	15	0	41	26	11	1	38
17	20	16	0	36	24	10	1	35	33	20	2	55
18	47	25	1	73	40	25	3	68	46	28	2	76
19	53	25	3	81	45	22	2	69	63	35	2	100
20	42	25	2	69	40	34	3	77	40	31	2	73
21	50	27	2	79	43	15	3	61	42	29	1	72
22	31	15	1	47	32	35	4	71	40	19	2	61
23	25	22	0	47	31	12	3	46	39	23	2	64
24	32	13	1	46	29	18	3	50	33	15	2	50
25 - 34	161	86	11	258	168	81	5	254	225	107	6	338
35 - 44	117	56	7	180	95	57	11	163	129	72	9	210
45 - 54	58	36	2	96	68	35	2	105	77	53	5	135
55 - 64	21	16	3	40	24	11	2	37	32	14	2	48
65 - 74	11	6	0	17	13	4	0	17	10	6	1	17
75 >	4	3	0	7	5	0	0	5	3	1	0	4
NS *	34	9	1	44	33	11	3	47	59	7	1	67
Total	725	396	36	1,157	722	389	45	1,156	902	473	41	1,416

* NS is where the driver age is not stated.

Traffic Collision Statistics

Contents:

		Page
Figure	11.1 2007 Traffic Accident Rates by Rural Municipality	109
Table	11.1 2007 Traffic Collision Statistics by Highway Control Section	79
	11.2 2007 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	94
	11.3 2007 Pedestrian Collisions in Urban Communities with a Population of 5,000 or More	95
	11.4 2007 Bicycle Collisions in Urban Communities with a Population of 5,000 or More	95
	11.5 2007 Alcohol-Involved Collisions in Urban Communities with a Population of 5,000 or More	95
	11.6 Traffic Collision Statistics by Intersection – Three Cities	96
	11.7 2007 Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000	97
	11.8 2007 Traffic Collision Statistics by Rural Municipality	102

Traffic Collision Statistics

Table 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic (ADT) on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Tables 11.2 and 11.3 summarize collisions by community, and Table 11.8 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2007 Quick Facts:

- The collision rate for all provincial highways is 1.54 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
 - of 5,000 or more is 4.72
 - of 250 to 4,999 is 1.27
 - under 250 is 1.52
- Regina and Saskatoon combined account for 40.3 per cent of the province's population and 44.4 per cent of the collisions.
- Regina recorded 8,748 collisions, 1,559 injuries and four deaths in 2007.
- Saskatoon recorded 13,253 collisions, 1,641 injuries and 11 deaths in 2007.
- Alcohol was a factor in 927 traffic collisions in Saskatchewan cities during 2007.
- The collision rate for all rural municipalities is 4.37 collisions per 100 people and 2.68 collisions per million vehicle kilometres.

Traffic Collision Statistics – SECTION 1

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Persons		
					Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	70	0	0	70	0.00	0	0
1-01	Manitoba Border - Moosomin	19.9	3,833	27.87	15	1	0	16	0.57	1	0
1-02	Moosomin - Whitehead	47.2	3,716	63.99	17	1	2	20	0.31	2	2
1-03	Whitehead - Broadview	23.9	3,938	34.28	10	9	1	20	0.58	14	1
1-04	Broadview - Grenfell	25.0	3,983	36.29	15	4	1	20	0.55	7	2
1-05	Grenfell - Indian Head	57.2	4,323	90.27	38	9	0	47	0.52	12	0
1-06	Indian Head - Qu'Appelle	13.8	5,097	25.73	10	4	0	14	0.54	11	0
1-07	Qu'Appelle - Balgonie	30.2	6,044	66.89	30	7	0	37	0.56	9	0
1-08	Balgonie - Regina	18.4	14,083	94.79	56	14	0	70	0.74	21	0
1-10	Regina - Jct Hwy 30	56.6	8,945	184.66	97	19	3	119	0.54	23	4
1-11	Jct Hwy 39 - Moose Jaw	4.8	10,923	19.18	13	2	0	15	0.78	2	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	6,925	14.00	5	3	0	8	0.57	7	0
1-13	N Jct Hwy 2 - Mortlach	45.3	4,929	81.48	59	5	0	64	0.79	6	0
1-14	Mortlach - Chaplin	38.0	4,215	55.42	23	9	0	32	0.58	18	0
1-15	Chaplin - W Jct Hwy 19	25.6	4,118	38.43	21	4	1	26	0.58	6	1
1-16	W Jct Hwy 19 - Rush Lake	32.8	4,556	54.30	22	2	0	24	0.44	7	0
1-17	Rush Lake - Swift Current	30.6	5,478	61.08	38	2	0	40	0.65	3	0
1-18	Swift Current - Jct Hwy 32	9.3	7,602	25.72	27	3	1	31	1.21	3	1
1-19	Jct Hwy 32 - Gull Lake	46.3	4,655	78.68	40	10	0	50	0.64	15	0
1-20	Gull Lake - Sidewood	34.3	3,950	49.38	43	7	1	51	1.83	15	1
1-21	Sidewood - Maple Creek	38.9	3,963	56.20	43	6	0	49	0.87	8	0
1-22	Maple Creek - Alberta Border	39.6	4,800	66.51	23	3	0	26	0.39	6	0
Subtotal - Hwy 1		640.9		1224.96	715	124	16	849	0.69	194	13
2-00	Hwy 2 Section Not Known	0.0	0	0.00	85	0	0	85	0.00	0	0
2-01	U.S. Border - Rockglen	49.3	142	2.55	4	0	0	4	1.57	0	0
2-02	Rockglen - Assiniboia	53.5	443	8.66	24	0	0	24	2.77	0	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,198	12.12	16	4	0	20	1.85	4	0
2-04	Jct Hwy 43 - Jct Hwy 38	44.4	1,013	16.41	25	1	0	26	1.58	2	0
2-05	Jct Hwy 38 - Moose Jaw S	26.9	1,561	15.33	26	5	0	31	2.02	6	0
2-06	Moose Jaw S - Moose Jaw N	6.9	2,808	7.04	11	1	0	12	1.79	1	0
2-07	Moose Jaw N - Tuxford	17.9	2,920	19.06	6	1	0	7	0.37	1	0
2-08	Tuxford - Chamberlain	33.3	1,396	16.94	17	4	0	21	1.24	6	0
2-09	Chamberlain - Findlater	33.6	436	5.34	12	1	0	13	2.43	1	0
2-10	Findlater - Imperial	29.3	593	6.33	13	0	0	13	2.06	0	0
2-11	Imperial - Watrous	36.0	928	12.18	12	2	0	14	1.15	8	0
2-12	Watrous - Young	23.1	1,074	9.04	26	1	1	28	3.10	5	2
2-13	Young - Jct Hwy 16	22.0	896	7.19	8	0	0	8	1.11	0	0
2-14	Jct Hwy 16 - S Jct Hwy 5	10.9	504	3.67	3	1	0	4	1.09	1	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	751	5.92	5	2	0	7	1.18	3	0
2-16	Jct Hwy 27 - Wakaw	35.3	618	7.95	14	3	0	17	2.14	4	0
2-17	Wakaw - St. Louis	32.9	1,154	13.84	15	2	0	17	1.23	2	0
2-18	St. Louis - Prince Albert	26.3	1,677	16.07	38	5	0	43	2.65	5	0
2-19	Prince Albert S - Jct Hwy 55	4.4	7,128	11.42	10	1	0	11	0.96	1	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	4,448	60.38	63	13	0	76	1.28	17	0
2-21	Christopher Lake - Jct Hwy 264	37.0	1,571	21.23	31	1	0	32	1.51	1	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	739	12.33	6	3	0	9	0.73	4	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	653	20.43	22	2	0	24	1.17	2	0
2-24	Jct Hwy 165 - La Ronge	32.4	1,449	17.13	9	3	0	12	0.70	3	0
Subtotal - Hwy 2		782.0		328.56	501	56	1	558	1.70	77	2
3-00	Hwy 3 Section Not Known	0.0	0	0.00	52	0	0	52	0.00	0	0
3-01	Manitoba Border - Erwood	35.4	151	1.95	8	0	0	8	4.11	0	0
3-02	Erwood - Hudson Bay	14.1	568	2.91	8	1	0	9	3.09	1	0
3-03	Hudson Bay - Prairie River	40.9	573	6.56	19	2	0	21	2.45	2	0
3-04	Prairie River - S Jct Hwy 23	53.3	578	11.25	23	1	0	24	2.13	1	0
3-05	S Jct Hwy 23 - Tisdale	21.4	1,563	12.21	12	0	0	12	0.98	0	0
3-06	Tisdale - Melfort	38.7	2,254	30.23	37	4	0	41	1.36	11	0
3-07	Melfort - Kinistino	29.1	1,944	20.67	11	2	0	13	0.63	7	0
3-08	Kinistino - Birch Hills	27.3	1,704	16.97	14	1	0	15	0.88	1	0
3-09	Birch Hills - Prince Albert	33.1	2,946	35.57	29	4	0	33	0.93	14	0
3-11	Prince Albert - Shellbrook	43.1	3,591	56.48	46	7	0	53	0.94	11	0
3-12	Shellbrook - Cameo	10.3	1,538	5.77	2	2	0	4	0.69	4	0
3-13	Cameo - Shell Lake	46.6	742	12.62	30	1	0	31	2.46	2	0
3-14	Shell Lake - Spiritwood	24.6	1,022	9.18	35	0	0	35	3.81	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-15	Spiritwood - Glaslyn	55.5	802	16.25	52	2	0	54	3.32	3	0
3-16	Glaslyn - Turtleford	45.3	673	11.12	27	1	0	28	2.52	1	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1,257	13.78	31	5	0	36	2.81	5	0
3-18	N Sask. River - Alberta Border	26.4	1,403	13.52	12	0	0	12	0.89	0	0
Subtotal - Hwy 3		573.1		279.03	448	33	0	481	1.72	63	0
4-00	Hwy 4 Section Not Known	0.0	0	0.00	56	0	0	56	0.00	0	0
4-01	U.S. Border - Val Marie	31.3	120	1.37	8	0	0	8	4.38	0	0
4-02	Val Marie - Cadillac	54.7	225	4.40	10	0	0	10	2.23	0	0
4-03	Cadillac - Jct Hwy 43	26.3	650	6.23	19	0	0	19	3.05	0	0
4-04	Jct Hwy 43 - Swift Current	36.8	2,135	30.21	61	3	0	64	2.12	4	0
4-05	Swift Current - Sask. Landing	48.1	1,805	31.66	49	4	0	53	1.67	4	0
4-06	Sask. Landing - Sanctuary	41.7	1,302	19.80	18	0	0	18	0.91	0	0
4-07	Sanctuary - Erose	23.5	1,096	9.43	21	0	0	21	2.23	0	0
4-08	Erose - Rosetown	37.8	1,580	21.53	22	0	0	22	1.02	0	0
4-09	Rosetown - Jct Hwy 31	11.7	1,227	5.25	6	0	0	6	1.14	0	0
4-10	Jct Hwy 31 - Biggar	48.6	791	13.50	22	4	0	26	1.93	5	0
4-11	Biggar - Struan Gnd	34.3	527	6.80	12	3	0	15	2.27	3	0
4-12	Struan Gnd - Red Pheasant	20.9	487	3.71	9	0	0	9	2.43	0	0
4-13	Red Pheasant - Battleford	35.7	1,530	19.91	48	3	0	51	2.56	7	0
4-14	Battleford - Jct Hwy 26	21.0	5,705	43.81	21	8	0	29	0.88	13	0
4-15	Jct Hwy 26 - Cochin	17.3	2,465	15.52	25	2	0	27	1.74	4	0
4-16	Cochin - Glaslyn	29.6	1,624	17.52	15	2	1	18	1.03	4	1
4-17	Glaslyn - Meadow Lake	80.2	1,057	34.40	65	9	1	75	2.18	14	1
4-18	Meadow Lake - Jct Hwy 104	30.5	663	7.39	16	0	0	16	2.17	0	0
Subtotal - Hwy 4		638.9		292.36	501	38	2	541	1.85	58	2
5-00	Hwy 5 Section Not Known	0.0	0	0.00	57	0	0	57	0.00	0	0
5-01	Togo - Kamlayak	33.4	363	4.43	13	0	0	13	2.94	0	0
5-02	Kamsack - Canora	37.0	970	13.11	10	1	0	11	0.94	1	0
5-03	Canora - Invermay	54.7	682	13.61	10	1	0	11	0.81	1	0
5-04	Invermay - Wadena	46.5	810	13.74	23	0	0	23	1.67	0	0
5-05	Wadena - Watson	53.6	932	16.25	23	1	0	24	1.32	1	0
5-06	Watson - Humboldt	41.2	2,325	34.99	50	5	0	55	1.57	6	0
5-07	Humboldt - Jct Hwy 2	43.2	2,146	33.86	29	3	0	32	0.95	7	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	2,089	31.11	30	4	0	34	1.09	4	0
5-09	Patience Lake - Saskatoon	11.4	3,387	14.08	22	6	0	28	1.99	12	0
5-10	College Drwy in Saskatoon	5.8	16,927	34.48	6	0	0	6	0.17	0	0
Subtotal - Hwy 5		367.5		211.88	273	21	0	294	1.39	34	0
6-00	Hwy 6 Section Not Known	0.0	0	0.00	53	0	0	53	0.90	0	0
6-01	U.S. Border - Jct Hwy 18	18.4	310	1.86	2	0	0	2	1.08	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.5	447	9.05	15	1	1	17	1.89	1	1
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	716	11.32	10	1	0	11	0.97	1	0
6-04	S Jct Hwy 39 - Regina South	38.1	3,729	51.84	25	2	1	28	0.54	4	1
6-05	Regina South - Regina North	2.4	9,751	8.65	4	2	0	6	0.89	3	0
6-06	Regina North - Papat FN	26.4	3,303	31.78	21	4	3	28	0.88	7	3
6-07	Papat FN - Southey	24.2	2,236	19.77	18	1	0	19	0.96	2	0
6-08	Southey - Rymore	54.1	1,288	25.45	25	5	0	30	1.18	11	0
6-09	Rymore - Daloe	38.0	1,094	15.19	21	0	0	21	1.38	0	0
6-10	Daloe - Walton	43.0	1,102	17.31	27	1	0	28	1.62	3	0
6-11	Walton - Nacam	32.8	1,318	15.78	22	3	0	25	1.58	6	0
6-12	Nacam - Silver Park	26.6	968	9.58	12	2	0	14	1.46	4	0
6-13	Silver Park - Melfort	25.2	1,375	12.63	9	3	0	12	0.95	6	0
6-14	Melfort - Grifind	32.6	947	11.28	23	0	0	23	2.04	0	0
6-15	Grifind - Chycoland	43.3	242	3.82	11	1	0	12	3.14	1	0
Subtotal - Hwy 6		501.9		245.30	298	26	5	329	1.34	49	5
7-00	Hwy 7 Section Not Known	0.0	0	0.00	47	1	0	48	0.00	1	0
7-01	Saskatoon - Jct Hwy 80	3.5	8,135	10.38	13	3	0	16	1.54	3	0
7-02	Jct Hwy 80 - Delsie	30.4	4,919	54.64	84	6	1	91	1.87	6	1
7-03	Delsie - Maria	37.9	2,773	38.31	41	7	0	48	1.25	14	0
7-04	Maria - Rosetown	36.4	2,993	39.73	53	6	0	59	1.48	8	0
7-05	Rosetown - Brock	52.4	2,254	43.10	37	7	0	44	1.02	9	0
7-06	Brock - Kinnersley	31.0	2,721	30.83	20	7	0	27	0.88	8	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length In Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
7-07	Kindersley - Jct Hwy 307	21.2	2,379	18.39	11	0	0	11	0.60	0	0
7-08	Jct Hwy 307 - Alsask	40.0	1,785	26.09	25	1	0	26	1.00	1	0
	Subtotal - Hwy 7	252.8		261.44	331	38	1	322	1.23	52	1
8-00	Hwy 8 Section Not Known	0.0	0	0.00	20	0	0	20	0.00	0	0
8-01	U.S. Border - Canevale	19.9	250	1.81	10	0	0	10	5.52	0	0
8-02	Canevale - Redvers	45.6	423	7.04	21	1	0	22	3.12	1	0
8-03	Redvers - Fairlight	34.0	221	2.75	5	0	0	5	1.82	0	0
8-04	Fairlight - Moosomin	29.9	584	6.49	13	0	0	13	2.00	0	0
8-05	Moosomin - Qu/Appelle River	40.5	840	12.42	25	3	1	29	2.23	3	1
8-06	Qu/Appelle River - Langenburg	41.9	576	8.80	4	1	0	5	0.57	2	0
8-07	Langenburg - Wroton	48.9	175	3.00	3	0	0	3	1.00	0	0
8-08	Wroton - Kamsack	39.5	612	8.82	15	1	0	16	1.81	1	0
8-09	Kamsack - Pelly	32.3	1,266	14.93	7	2	0	9	0.60	3	0
8-10	Pelly - Norquay	41.4	218	3.30	6	1	0	7	2.12	1	0
	Subtotal - Hwy 8	372.0		89.38	129	9	1	139	2.00	11	1
9-00	Hwy 9 Section Not Known	0.0	0	0.00	42	0	0	42	0.00	0	0
9-01	U.S. Border - Jct Hwy 18	26.8	257	2.51	9	0	0	9	3.58	0	0
9-02	Jct Hwy 18 - Carlyle	48.9	1,300	22.25	42	1	0	43	1.83	1	0
9-03	Carlyle - Jct Hwy 48	43.5	1,483	23.53	33	1	0	34	1.44	1	0
9-04	Jct Hwy 48 - Whitehead	37.0	759	10.26	11	1	0	12	1.17	1	0
9-05	Whitehead - Qu Appelle River	19.0	820	5.89	11	0	0	11	1.83	0	0
9-06	Qu/Appelle River - Jct Hwy 22	36.5	904	12.04	21	1	0	22	1.63	1	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	879	6.83	19	1	0	20	2.90	1	0
9-08	Jct Hwy 15 - Yorkton	33.0	1,119	13.46	34	1	1	36	2.88	4	1
9-09	Yorkton - Canora	46.2	2,679	45.21	43	7	0	50	1.11	13	0
9-10	Canora - Jct Hwy 49	27.7	1,410	14.23	14	0	0	14	0.98	0	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,161	8.46	14	2	1	17	2.91	3	1
9-12	Preeceville - Usherville	31.0	581	6.57	13	0	0	13	1.98	0	0
9-13	Usherville - Bertwell	42.5	334	5.18	5	2	0	7	1.35	2	0
9-14	Bertwell - Hudson Bay	36.6	685	9.65	29	2	0	31	3.21	2	0
9-15	Hudson Bay - Manitoba Border	123.1	72	3.24	9	0	0	9	2.79	0	0
	Subtotal - Hwy 9	593.0		189.11	348	19	2	370	1.98	29	2
10-00	Hwy 10 Section Not Known	0.0	0	0.00	46	0	0	46	0.00	0	0
10-01	Manitoba Border - Wroton	25.0	794	7.23	14	0	1	15	2.07	1	1
10-02	Wroton - Yorkton	37.6	1,600	21.95	27	2	0	29	1.32	3	0
10-03	Yorkton - Melville	41.9	2,805	42.88	36	3	1	40	0.93	4	2
10-04	Melville - Jct Hwy 22	46.2	1,932	32.55	26	5	0	31	0.86	9	0
10-05	Jct Hwy 22 - Fort Qu Appelle	26.0	2,728	25.91	34	4	0	38	1.47	8	0
10-06	Fort Qu Appelle - Balgonie	46.5	3,908	66.31	55	12	1	68	1.03	30	1
	Subtotal - Hwy 10	223.1		196.83	238	26	3	267	1.38	55	4
11-00	Hwy 11 Section Not Known	0.0	0	0.00	91	0	0	91	0.00	0	0
11-01	Regina - Lumsden	25.9	10,804	102.18	55	20	1	76	0.74	25	1
11-02	Lumsden - Bethune	25.9	5,421	51.33	41	3	2	46	0.90	8	2
11-03	Bethune - E Jct Hwy 2	19.2	4,737	33.25	25	4	0	29	0.87	4	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	5,000	45.00	48	1	0	49	1.09	1	0
11-05	Aylesbury - Davidson	45.4	5,101	84.44	48	7	0	55	0.85	7	0
11-06	Davidson - Kenaston	32.1	5,157	60.37	25	6	0	31	0.81	10	0
11-07	Kenaston - Dundurn	38.9	5,772	81.97	38	7	1	46	0.56	12	1
11-08	Dundurn - Saskatoon	32.3	7,347	86.56	124	17	1	142	1.84	28	1
11-10	Saskatoon - Warman	18.1	10,645	70.21	35	8	0	43	0.61	13	0
11-11	Warman - Rosthern	43.0	5,383	84.49	51	10	2	63	0.75	18	3
11-12	Rosthern - Duck Lake	18.3	3,763	25.13	10	2	1	13	0.52	5	3
11-13	Duck Lake - Prince Albert	49.0	3,523	62.98	58	10	1	69	1.10	11	1
	Subtotal - Hwy 11	372.7		787.90	649	95	9	753	0.96	142	12
12-00	Hwy 12 Section Not Known	0.0	0	0.00	29	0	0	29	0.00	0	0
12-01	Jct Hwy 11 - Hepburn	38.4	5,335	70.80	66	8	0	74	1.05	11	0
12-02	Hepburn - Blaine Lake	38.2	1,419	19.79	37	3	0	40	2.03	3	0
12-03	Blaine Lake - Big Grass Lake	39.1	445	6.36	22	0	0	22	3.46	0	0
12-04	Big Grass Lake - Shell Lake	21.0	422	3.23	21	2	0	23	7.11	6	0
	Subtotal - Hwy 12	134.7		100.19	175	13	0	188	1.88	20	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length In Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
13-00	Hwy 13 Section Not Known	0.0	0	0.00	46	0	0	46	0.00	0	0
13-01	Manitoba Border - Redvers	19.7	1,026	7.40	6	1	0	7	0.95	2	0
13-02	Redvers - Carlyle	42.3	1,394	21.54	26	1	0	27	1.25	1	0
13-03	Carlyle - Stoughton	54.5	1,975	39.27	40	5	0	45	1.15	7	0
13-04	Stoughton - Griffin	31.0	1,034	11.70	14	0	0	14	1.20	0	0
13-05	Griffin - Weyburn	27.6	1,432	14.41	14	2	0	16	1.11	2	0
13-06	Weyburn - Jct Hwy 28	31.1	1,167	13.23	19	4	0	23	1.74	4	0
13-07	Jct Hwy 28 - Jct Hwy 8	22.8	863	5.53	5	0	0	5	0.90	0	0
13-08	Jct Hwy 8 - Jct Hwy 34	39.8	820	9.00	19	0	0	19	2.11	0	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	348	3.89	6	3	0	9	2.31	3	0
13-10	Jct Hwy 36 - Assiniboia	36.5	605	9.12	13	5	0	18	1.97	5	0
13-11	Assiniboia - Lafleche	42.6	753	11.72	23	0	0	23	1.96	0	0
13-12	Lafleche - Kincaid	32.3	535	6.31	24	1	0	25	3.98	1	0
13-13	Kincaid - Cadillac	54.9	426	8.54	19	3	0	22	2.58	4	0
13-14	Cadillac - Jct Hwy 37	49.5	196	3.54	10	1	0	11	3.11	1	0
13-15	Shanavon - Eastend	34.3	654	8.19	10	1	0	11	1.34	2	0
13-16	Eastend - E Jct Hwy 21	52.5	211	4.04	9	1	0	10	2.47	3	0
13-17	E Jct Hwy 21 - Govanlock	44.1	205	3.30	2	3	0	5	1.52	4	0
13-18	Govanlock - Alberta Border	14.5	45	0.24	0	0	0	0	0.00	0	0
Subtotal - Hwy 13		669.8		180.96	305	31	0	336	1.88	39	0
14-00	Hwy 14 Section Not Known	0.0	0	0.00	35	0	0	35	0.00	0	0
14-12	Saskatoon - Asquith	34.1	3,070	38.16	56	5	0	61	1.88	9	0
14-13	Asquith - Perdue	22.7	2,106	17.44	18	2	0	20	1.15	2	0
14-14	Perdue - Biggar	31.6	1,898	21.88	30	3	1	34	1.55	3	1
14-15	Biggar - Landis	35.6	918	11.93	15	2	0	17	1.43	3	0
14-16	Landis - Wilkie	31.5	926	10.64	5	0	0	5	0.47	0	0
14-17	Wilkie - Unity	30.3	1,488	16.43	9	1	0	10	0.61	1	0
14-18	Unity - Salvador Gnd	29.2	1,221	13.01	15	0	0	15	1.15	0	0
14-19	Salvador Gnd - Alberta Border	33.8	1,190	14.68	21	3	0	24	1.63	5	0
Subtotal - Hwy 14		248.7		144.18	204	16	1	221	1.53	23	1
15-00	Hwy 15 Section Not Known	0.0	0	0.00	24	0	0	24	0.00	0	0
15-02	Bredenbury - Jct Hwy 9	32.9	225	2.70	9	0	0	9	3.33	0	0
15-03	Jct Hwy 9 - Melville	22.5	582	4.87	15	0	0	15	3.06	0	0
15-04	Melville - Jct Hwy 52	58.7	556	11.91	30	5	0	35	2.94	5	0
15-05	Jct Hwy 52 - Leross	26.5	545	5.27	8	1	0	9	1.71	3	0
15-06	Leross - Raymore	51.9	584	11.06	13	3	0	16	1.45	4	0
15-07	Raymore - S Jct Hwy 20	32.7	279	3.33	13	0	0	13	3.90	0	0
15-08	Nokomis - Jct Hwy 2	31.0	262	2.96	8	1	0	9	3.04	1	0
15-09	Jct Hwy 2 - Kenaston	56.6	220	4.55	9	0	0	9	1.98	0	0
15-10	Kenaston - Jct Hwy 19	22.8	674	5.61	5	0	0	5	0.90	0	0
15-11	Jct Hwy 19 - Outlook	34.5	1,055	13.30	16	1	0	17	1.28	1	0
15-12	Outlook - Milden	27.8	930	9.45	9	1	0	10	1.96	3	0
15-13	Milden - Rosetown	36.3	662	8.76	8	1	0	9	1.03	1	0
Subtotal - Hwy 15		434.2		83.77	167	13	0	180	2.15	18	0
16-00	Hwy 16 Section Not Known	0.0	0	0.00	101	0	0	101	0.00	0	0
16-11	Manitoba Border - Churchbridge	30.5	1,709	19.03	15	1	0	16	0.84	1	0
16-12	Churchbridge - Yorkton	52.7	2,373	45.62	40	2	1	43	0.94	2	1
16-13	Yorkton - Springside	22.0	2,679	21.54	14	3	0	17	0.79	3	0
16-14	Springside - Insinger	31.0	1,862	21.10	6	0	0	6	0.28	0	0
16-15	Insinger - Tuffnell	22.6	1,676	13.80	15	1	0	16	1.16	1	0
16-16	Tuffnell - Eltros	38.0	1,895	26.29	19	3	0	22	0.84	6	0
16-17	Eltros - Daloe	49.0	2,190	39.16	40	9	0	49	1.25	11	0
16-18	Daloe - Guernsey	42.1	2,102	32.26	53	1	0	54	1.67	2	0
16-19	Guernsey - Jct Hwy 2	44.7	2,208	36.04	38	3	1	42	1.17	4	1
16-20	Jct Hwy 2 - Saskatoon	63.5	4,605	106.72	70	8	2	80	0.75	16	2
16-21	Hwy 11 to Idylwyld Dr	1.2	18,560	7.99	4	0	0	4	0.50	0	0
16-22	Circle Dr. Off ramp to Hwy 11	1.4	27,430	13.82	1	0	0	1	0.87	0	0
16-23	Jct Hwy 11 - North Sask. River	41.3	7,102	106.96	66	15	1	82	0.77	26	1
16-24	North Sask. River - Radisson	19.3	5,677	39.91	74	6	0	80	2.90	8	0
16-25	Radisson - Denholm	48.4	5,525	97.62	35	8	0	43	0.44	9	0
16-26	Denholm - North Battleford	23.4	7,412	63.33	30	8	0	38	0.80	15	0
16-27	North Battleford - Bresaylor	41.8	4,366	66.64	50	8	0	58	0.87	14	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
16-28	Bresaylor - Maidstone	39.4	4,392	63.23	51	8	1	60	0.95	11	2
16-29	Maidstone - Marshall	38.2	5,650	74.61	47	10	0	57	0.76	13	0
16-30	Marshall - Lloydminster	17.4	7,543	48.02	53	10	1	64	1.33	15	1
Subtotal - Hwy 16		665.8		943.68	622	104	7	933	0.99	160	8
17-00	Hwy 17 Section Not Known	0.0	0	0.00	15	0	0	15	0.00	0	0
17-03	Macdon - Alberta Border	57.0	780	16.43	13	0	0	13	0.79	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	2,195	19.40	8	1	0	7	0.36	1	0
17-05	Alberta Border - Lloydminster	23.0	3,264	27.38	25	4	1	30	1.10	5	1
17-06	Lloydminster - Jct Hwy 3	24.7	3,961	35.70	31	3	1	35	0.88	4	1
17-07	Jct Hwy 3 - N Sask. River	10.7	1,252	4.89	5	1	0	6	1.23	1	0
17-08	N Sask. River - Onion Lake	12.7	1,555	7.19	5	0	0	5	0.70	0	0
Subtotal - Hwy 17		152.3		110.96	100	9	2	111	1.00	11	2
18-00	Hwy 18 Section Not Known	0.0	0	0.00	27	0	0	27	0.00	0	0
18-01	Manitoba Border - Carievale	19.6	684	4.88	18	2	0	18	3.68	2	0
18-02	Carievale - Jct Hwy 9	48.1	1,596	27.99	46	5	0	51	1.82	7	0
18-03	Jct Hwy 9 - Bienfait	44.1	2,042	32.88	44	3	0	47	1.43	3	0
18-04	Estevan - Torquay	38.3	597	8.33	8	1	0	9	1.08	1	0
18-05	Torquay - Oungre	22.8	333	2.77	3	0	0	3	1.08	0	0
18-06	Oungre - Lake Alma	29.3	243	2.60	5	3	0	8	3.08	5	0
18-07	Lake Alma - N Jct Hwy 6	28.0	203	2.07	6	0	0	6	2.90	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	79	1.39	4	0	0	4	2.87	0	0
18-09	Big Beaver - E Jct Hwy 36	19.9	302	2.19	3	1	0	4	1.82	6	0
18-10	W Jct Hwy 36 - Rockglen	23.7	323	2.80	1	1	0	2	0.72	1	0
18-11	Rockglen - Wood Mountain	32.1	76	0.89	2	0	0	2	2.25	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	166	3.17	12	0	0	12	3.78	0	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	166	2.24	5	1	0	6	2.68	1	0
18-14	Ponteix Grid - Val Marie	35.7	100	1.30	5	0	0	5	3.84	0	0
18-15	S Jct Hwy 4 - Climax	42.2	170	2.62	5	0	0	5	1.81	0	0
18-16	Climax - Divide	65.7	179	4.29	8	1	0	9	2.10	1	0
18-17	Divide - Robsart	31.0	65	0.74	0	0	0	0	0.00	0	0
Subtotal - Hwy 18		617.9		183.18	280	18	0	218	2.11	27	0
19-00	Hwy 19 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
19-01	Jct Hwy 18 - Kincaid	26.3	245	2.35	8	1	0	9	3.83	1	0
19-02	Kincaid - S Jct Hwy 43	24.8	137	1.24	5	0	0	5	4.02	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	268	5.87	15	0	0	15	2.56	0	0
19-04	Chaplin - Central Butte	43.4	235	3.72	16	1	0	17	4.57	1	0
19-05	E Jct Hwy 42 - Elbow	40.8	235	3.48	10	1	0	11	3.16	1	0
19-06	Elbow - Jct Hwy 15	42.2	417	6.42	9	1	0	10	1.36	1	0
Subtotal - Hwy 19		237.3		23.09	74	4	0	78	3.38	4	0
20-00	Hwy 20 Section Not Known	0.0	0	0.00	29	0	0	29	0.00	0	0
20-01	Lumsden - Jct Hwy 22	36.6	1,416	18.90	48	3	0	48	2.59	5	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	588	11.86	31	1	0	32	2.70	1	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	444	7.71	17	0	0	17	2.21	0	0
20-04	W Jct Hwy 16 - Humboldt	37.3	912	12.40	25	2	0	27	2.18	2	0
20-05	Humboldt - Pilger	33.5	601	7.36	7	0	0	7	0.95	0	0
20-06	Pilger - Crystal Springs	44.9	226	3.71	9	1	0	10	2.70	1	0
20-07	Crystal Springs - Jct Hwy 3	22.6	329	2.72	5	1	0	6	2.21	1	0
Subtotal - Hwy 20		277.8		64.66	180	8	0	177	2.74	10	0
21-00	Hwy 21 Section Not Known	0.0	0	0.00	31	0	0	31	0.00	0	0
21-01	U.S. Border - Govenlock	29.5	24	0.25	2	0	0	2	7.85	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	273	3.42	12	0	0	12	3.50	0	0
21-04	Cypress Hills - Maple Creek	27.5	730	7.33	18	1	0	19	2.59	1	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,676	5.06	2	1	0	3	0.59	1	0
21-06	Jct Hwy 1 - Fox Valley	52.8	444	8.55	12	0	0	12	1.49	0	0
21-07	Fox Valley - Leader	50.1	443	8.10	12	1	0	13	1.80	1	0
21-08	Leader - Eatonia	41.1	374	5.61	13	1	0	14	2.58	4	0
21-09	Glidden - Kindersley	26.2	884	8.44	13	2	0	15	1.78	3	0
21-10	Kindersley - Jct Hwy 31	36.0	1,806	23.73	21	1	0	22	0.93	1	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,326	6.58	3	0	0	3	0.46	0	0
21-12	Kerrobert - Unity	59.3	582	12.81	18	0	0	18	1.41	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Persons		
					Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
21-13	Unity - E Jct Hwy 40	35.7	596	7.77	14	1	0	15	1.93	1	0
21-14	W Jct Hwy 40 - Maidstone	30.9	438	4.94	10	0	0	10	2.02	0	0
21-15	Maidstone - E Jct Hwy 3	52.4	1,026	19.62	20	2	0	22	1.12	3	0
21-16	Paradise Hill - Peck Lake	36.7	187	2.41	6	0	0	6	2.49	0	0
21-17	Peck Lake - Ministikwan Lake	21.3	117	0.91	3	1	0	4	4.40	1	0
21-18	Ministikwan Lake - Pierceland	43.7	394	6.28	7	3	0	10	1.59	4	0
21-19	Pierceland - Northern Pine	22.2	134	1.09	10	1	0	11	10.08	1	0
Subtotal - Hwy 21		621.5		132.91	227	15	0	242	1.82	21	0
22-00	Hwy 22 Section Not Known	0.0	0	0.00	15	0	0	15	9.00	0	0
22-01	Man. Border - S Jct Hwy 8	13.1	150	0.72	2	0	0	2	2.79	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	1,112	16.56	26	1	0	27	1.63	1	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	263	2.36	10	0	0	10	4.23	0	0
22-04	Killaly - Jct Hwy 10	51.8	401	7.58	10	2	0	12	1.58	2	0
22-05	Lipton - Southey	50.9	566	10.51	13	0	0	13	1.24	0	0
22-06	Southey - Jct Hwy 20	26.6	370	3.80	4	3	0	7	1.95	3	0
Subtotal - Hwy 22		207.8		41.34	80	6	0	86	2.08	6	0
23-00	Hwy 23 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
23-01	Jct Hwy 9 - Somme	31.6	241	2.77	12	1	0	13	4.89	1	0
23-02	Somme - Chelan	30.2	623	6.87	27	1	0	28	4.07	1	0
23-03	Chelan - Crooked River	37.9	490	6.77	23	4	0	27	3.99	4	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	632	14.57	22	3	0	25	1.72	4	0
Subtotal - Hwy 23		162.9		30.99	95	9	0	104	3.36	10	0
24-00	Hwy 24 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
24-01	Spiritwood - Leoville	32.2	766	9.01	17	1	0	18	2.00	2	0
24-02	Leoville - Chitek Lake	25.3	553	5.11	12	0	0	12	2.35	0	0
Subtotal - Hwy 24		57.6		14.12	33	1	0	34	2.41	2	0
25-01	Birch Hills - St. Louis	29.1	281	2.98	6	0	0	6	2.02	0	0
26-00	Hwy 26 Section Not Known	0.0	0	0.00	20	0	0	20	0.00	0	0
26-01	Jct Hwy 4 - Meota	15.5	1,083	6.11	8	0	0	8	1.31	0	0
26-02	Meota - Turtleford	54.2	1,018	20.13	17	1	0	18	0.89	1	0
26-03	Turtleford - N Jct Hwy 3	29.2	635	6.78	12	2	0	14	2.07	4	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	639	11.11	46	3	0	49	4.41	4	0
26-05	Loon Lake - Goodsoil	52.0	480	9.12	17	3	0	20	2.19	5	0
Subtotal - Hwy 26		198.5		53.24	120	9	0	129	2.42	14	0
27-01	Jct Hwy 2 - Aberdeen	34.0	551	6.83	19	2	0	21	3.08	2	0
28-00	Hwy 28 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
28-01	Lake Alma - Radville	39.8	251	3.65	17	0	0	17	4.46	0	0
28-02	Radville - Jct Hwy 13	20.1	467	3.42	10	1	1	12	3.51	1	1
Subtotal - Hwy 28		59.9		7.97	28	1	1	30	4.25	1	1
29-00	Hwy 29 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
29-01	Wilkie - Cloan Grid	23.1	836	7.06	11	0	0	11	1.56	0	0
29-02	Cloan Grid - Battleford	25.9	1,053	9.97	16	3	0	19	1.91	4	0
Subtotal - Hwy 29		49.1		17.03	32	3	0	35	2.06	4	0
30-01	S Sask. River - Eston	21.4	120	0.94	3	0	0	3	3.21	0	0
30-02	Eston - Jct Hwy 7	37.0	205	2.77	3	0	0	3	1.08	0	0
Subtotal - Hwy 30		58.3		3.70	6	0	0	6	1.62	0	0
31-00	Hwy 31 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
31-01	Jct Hwy 4 - Plenty	58.2	231	4.91	11	1	0	12	2.44	2	0
31-02	Plenty - S Jct Hwy 21	35.8	343	4.48	9	0	0	9	2.01	0	0
31-03	Kerrobert - Salvador	37.7	631	8.68	12	2	0	14	1.61	4	0
31-04	Salvador - Macklin	37.8	890	12.28	24	2	0	26	2.12	4	0
Subtotal - Hwy 31		169.5		30.35	59	5	0	64	2.11	10	0
32-00	Hwy 32 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
32-01	Jct Hwy 1 - Success	22.9	1,243	10.40	7	1	0	8	0.77	2	0
32-02	Success - Cabri	33.6	718	8.81	12	2	0	14	1.59	2	0
32-03	Cabri - Lancer	38.9	433	6.14	10	0	0	10	1.63	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length In Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
32-04	Lancer - Leader	47.4	311	5.37	11	1	0	12	2.23	1	0
	Subtotal - Hwy 32	142.8		30.72	43	4	0	47	1.53	9	0
33-00	Hwy 33 Section Not Known	0.0	0	0.00	20	0	0	20	0.00	0	0
33-01	Stoughton - Fillmore	38.2	1,089	15.31	23	1	0	24	1.57	1	0
33-02	Fillmore - Francis	39.1	1,013	14.45	25	1	0	26	1.60	1	0
33-03	Francis - Kronau	39.4	1,903	26.66	17	2	0	19	0.71	3	0
33-04	Kronau - Regina	20.2	2,658	19.59	14	0	0	14	0.71	0	0
	Subtotal - Hwy 33	135.8		78.01	99	4	0	103	1.38	5	0
34-00	Hwy 34 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
34-01	U.S. Border - Bengough	48.4	191	3.23	6	0	0	6	1.06	0	0
34-02	Bengough - Jct Hwy 13	16.3	396	2.36	3	0	0	3	1.27	0	0
	Subtotal - Hwy 34	62.7		5.59	12	0	0	12	2.15	0	0
35-00	Hwy 35 Section Not Known	0.0	0	0.00	30	0	0	30	0.00	0	0
35-01	U.S. Border - Oungre	18.2	172	1.02	1	2	0	3	2.95	2	0
35-02	Oungre - Colgate	28.5	407	4.23	12	2	0	14	3.31	2	0
35-03	Colgate - Weyburn	29.1	1,257	13.33	14	3	0	17	1.38	4	0
35-04	Weyburn - Francis	47.7	817	14.21	24	3	0	27	1.90	3	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	206	1.75	4	1	0	5	2.87	2	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	239	2.14	4	0	0	4	1.87	0	0
35-07	Qu'Appelle - Jct Hwy 10	10.8	341	2.46	5	0	0	5	2.03	0	0
35-08	Fort Qu'Appelle - Lipton	15.8	1,293	7.44	14	0	0	14	1.88	0	0
35-09	Lipton - Leross	43.2	591	9.32	8	2	0	10	1.07	2	0
35-10	Leross - Elfrös	50.4	420	7.73	10	0	0	10	1.29	0	0
35-11	Elfrös - Wadena	23.7	783	6.77	7	0	0	7	1.53	0	0
35-12	Wadena - Jct Hwy 49	21.7	829	6.57	7	0	1	8	1.22	0	1
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	604	10.22	12	2	0	14	1.37	3	0
35-14	Jct Hwy 349 - Tisdale	44.7	689	11.24	27	3	0	30	2.87	5	0
35-15	Tisdale - Jct Hwy 335	27.5	1,192	11.96	8	1	1	10	0.84	1	1
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,563	16.07	22	3	0	25	1.56	4	0
35-17	Jct Hwy 55 - Torch River	38.2	131	1.73	1	0	0	1	0.58	0	0
	Subtotal - Hwy 35	526.7		128.19	210	22	2	234	1.83	28	2
36-00	Hwy 36 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
36-01	U.S. Border - W Jct Hwy 18	30.3	286	3.17	11	1	0	12	3.79	2	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	38.8	322	4.56	10	0	0	10	2.19	0	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	270	6.37	10	1	0	11	1.73	3	0
	Subtotal - Hwy 36	133.9		14.10	37	2	0	39	2.77	5	0
37-00	Hwy 37 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
37-01	U.S. Border - Climax	23.0	151	1.27	3	0	0	3	2.37	0	0
37-02	Climax - Shaunavon	52.1	409	7.78	18	1	0	17	2.19	1	0
37-03	Shaunavon - Gull Lake	51.5	1,016	19.08	24	1	0	25	1.31	1	0
37-04	Gull Lake - W Jct Hwy 332	33.3	301	3.66	14	0	0	14	3.83	0	0
37-05	E Jct Hwy 332 - Cabri	24.5	164	1.47	1	0	0	1	0.88	0	0
	Subtotal - Hwy 37	184.5		33.27	62	2	0	64	1.92	2	0
38-00	Hwy 38 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
38-01	Kelvington - Perigord	22.3	574	4.67	12	1	1	14	3.00	2	1
38-02	Perigord - Chelan	34.4	306	3.87	12	1	0	13	3.38	1	0
38-05	Kuroki - Kelvington	31.4	284	3.26	6	0	0	6	1.84	0	0
	Subtotal - Hwy 38	88.1		11.79	31	2	1	34	2.88	3	1
39-00	Hwy 39 Section Not Known	0.0	0	0.00	25	0	0	25	0.00	0	0
39-01	U.S. Border - Bienfait	27.0	971	9.56	17	1	0	18	1.88	1	0
39-02	Bienfait - Estevan	9.5	4,762	16.58	11	3	0	14	0.84	4	0
39-03	Estevan - Midale	40.9	2,930	43.91	22	5	0	27	0.61	6	0
39-04	Midale - Weyburn	43.7	2,960	47.25	40	8	0	48	0.96	7	0
39-05	Weyburn - Yellow Grass	26.8	3,308	32.30	18	0	0	18	0.58	0	0
39-06	Yellow Grass - Corinne	44.6	2,895	43.88	20	8	2	30	0.68	11	2
39-07	Corinne - Pitman	34.2	1,031	12.66	6	2	0	8	0.62	3	0
39-08	Pitman - Jct Hwy 1	34.3	1,294	16.18	4	2	0	6	0.37	3	0
	Subtotal - Hwy 39	261.0		222.51	183	26	2	191	0.86	35	2

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Persons		
					Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
40-00	Hwy 40 Section Not Known	0.0	0	0.00	17	0	0	17	0.00	0	0
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,155	23.66	26	3	0	29	1.23	3	0
40-02	Blaine Lake - Halford	36.0	694	9.13	16	4	0	20	2.19	6	0
40-03	Halford - North Battleford	63.9	973	22.71	21	1	1	23	1.91	2	1
40-04	Battleford - E Jct Hwy 21	57.6	1,292	27.15	40	4	1	45	1.66	7	1
40-05	E Jct Hwy 21 - Neilburg	35.5	772	10.00	10	1	0	11	1.19	1	0
40-06	Neilburg - Alberta Border	25.4	1,182	10.94	14	2	0	16	1.46	2	0
Subtotal - Hwy 40		274.5		103.69	144	15	2	161	1.55	21	2
41-00	Hwy 41 Section Not Known	0.0	0	0.00	20	0	0	20	0.00	0	0
41-01	Melfort - Jct Hwy 20	56.0	1,189	24.29	20	2	0	22	0.91	5	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,442	15.70	17	1	0	18	1.15	1	0
41-03	Wakaw - Aberdeen	51.3	1,863	33.75	31	5	0	36	1.97	8	0
41-04	Aberdeen - Jct Hwy 41	26.9	2,894	26.44	16	2	1	19	0.67	3	1
Subtotal - Hwy 41		164.0		102.18	104	10	1	115	1.13	17	1
42-00	Hwy 42 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
42-01	Tuxford - Kestler	25.0	562	5.12	9	1	0	10	1.95	1	0
42-02	Kestler - E Jct Hwy 19	42.4	395	6.11	11	1	0	12	1.96	1	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	36.7	343	4.84	11	0	0	11	2.37	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	198	2.73	4	0	0	4	1.47	0	0
42-05	Jct Hwy 342 - Mildred	59.9	219	4.77	9	2	0	11	2.31	4	0
Subtotal - Hwy 42		203.6		23.56	46	4	0	50	2.12	6	0
43-00	Hwy 43 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
43-01	Jct Hwy 2 - Gravelbourg	37.9	532	7.36	8	0	0	8	1.09	0	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	323	3.41	4	2	0	6	1.76	4	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	247	5.32	25	0	0	25	4.70	0	0
Subtotal - Hwy 43		125.9		16.10	42	2	0	44	2.73	4	0
44-00	Hwy 44 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
44-02	Davidson - Loreburn	44.0	199	3.20	2	1	0	3	0.94	1	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	139	1.84	4	1	0	5	3.05	1	0
44-04	Jct Hwy 45 - Dinmore	26.3	98	1.01	7	0	0	7	6.91	0	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	175	2.98	6	1	0	7	2.71	3	0
44-06	S Jct Hwy 4 - Eston	54.0	345	6.80	8	0	0	8	1.18	0	0
44-07	Eston - Glidden	33.2	332	4.02	6	3	0	9	2.34	3	0
44-08	Glidden - Mantario	44.9	334	5.47	4	0	0	4	0.73	0	0
44-09	Mantario - Alisak	33.8	188	2.31	4	0	0	4	1.73	0	0
Subtotal - Hwy 44		319.9		27.04	46	6	0	52	1.92	4	0
45-00	Hwy 45 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
45-01	Lucky Lake - Birsay	18.4	300	2.02	6	0	0	6	2.97	0	0
45-02	Birsay - Jct Hwy 44	18.9	382	2.63	5	0	0	5	1.90	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	474	4.71	8	0	0	8	1.70	0	0
45-04	W Jct Hwy 15 - Delisle	49.7	602	10.92	18	3	1	19	1.74	4	1
Subtotal - Hwy 45		114.2		20.28	39	3	1	43	2.12	4	1
46-01	Balgownie - Regina	19.7	4,543	32.72	33	0	0	39	1.19	9	0
47-00	Hwy 47 Section Not Known	0.0	0	0.00	18	0	0	18	0.00	0	0
47-01	U.S. Border - Estevan	15.3	838	4.68	9	1	0	10	2.14	1	0
47-02	Estevan - Sloughdon	57.7	1,968	32.95	46	3	0	49	1.49	3	0
47-03	Sloughdon - Jct Hwy 48	66.2	306	6.28	18	0	1	17	2.71	2	3
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	67	0.65	6	0	0	6	9.26	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	486	6.79	18	1	0	19	2.80	1	0
47-06	S Jct Hwy 22 - Melville	22.8	992	6.26	12	1	0	13	1.67	2	0
47-07	Melville - Willowbrook	30.0	326	3.57	8	1	0	9	2.52	1	0
47-08	Willowbrook - Springdale	19.1	231	1.81	0	0	0	0	0.00	0	0
47-09	Springdale - Buchanan	42.2	214	3.30	4	3	0	7	2.12	3	0
47-10	Buchanan - Prescoveille	33.8	258	3.18	10	0	0	10	3.14	0	0
Subtotal - Hwy 47		343.5		71.27	147	10	1	158	2.22	13	3
48-00	Hwy 48 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
48-01	Manitoba Border - Fairlight	19.0	422	2.92	8	1	0	9	3.08	1	0
48-02	Fairlight - S Jct Hwy 9	44.7	472	7.71	28	1	1	30	3.89	2	1

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	673	14.22	33	1	0	34	2.39	1	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	732	16.90	37	3	0	40	2.37	3	0
48-05	Jct Hwy 35 - White City	40.4	1,475	21.74	47	4	0	51	2.35	5	0
	Subtotal - Hwy 48	225.3		63.50	168	10	1	177	2.79	12	1
49-00	Hwy 49 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
49-01	Manitoba Border - Pelly	25.4	427	3.96	6	1	0	7	1.77	2	0
49-02	Pelly - Stenan	33.8	822	10.13	5	0	0	5	0.49	0	0
49-03	Stenan - Okla	31.8	502	5.83	18	1	0	17	2.91	2	0
49-04	Okla - Kelvington	33.9	409	5.06	11	0	0	11	2.17	0	0
49-05	Kelvington - Jct Hwy 35	19.5	607	4.32	6	0	0	6	1.39	0	0
	Subtotal - Hwy 49	144.4		29.30	57	2	0	59	2.01	4	0
51-00	Hwy 51 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
51-01	Biggar - Tramping Lake	62.6	412	9.42	17	3	0	20	2.12	3	0
51-02	Tramping Lake - Kerrobert	25.9	359	3.40	8	0	0	8	2.35	0	0
51-03	Kerrobert - Major	34.4	322	4.05	10	2	0	12	2.96	2	0
51-04	Major - Alberta Border	29.6	286	2.88	8	0	0	8	2.78	0	0
	Subtotal - Hwy 51	152.7		19.74	48	5	0	53	2.68	5	0
52-00	Hwy 52 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
52-01	Yorkton - Willowbrook	21.6	1,101	8.87	19	1	0	20	2.31	2	0
52-02	Willowbrook - Jct Hwy 15	49.1	338	6.05	16	3	0	19	3.14	4	0
	Subtotal - Hwy 52	70.7		14.73	40	4	0	44	2.99	6	0
54-00	Hwy 54 Section Not Known	0.0	0	0.00	0	0	1	1	0.00	0	0
54-01	Jct Hwy 11 - Regina Beach	17.4	2,244	14.25	25	0	0	25	1.75	0	0
	Subtotal - Hwy 54	17.4		14.25	25	0	1	26	1.82	0	0
55-00	Hwy 55 Section Not Known	0.0	0	0.00	77	1	0	78	0.00	1	0
55-02	Jct Hwy 9 - S of Patience Lake	38.3	80	1.12	2	0	0	2	1.79	0	0
55-03	S of Patience L. - W of Crack R.	29.5	230	2.48	2	3	0	5	2.02	4	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	425	5.69	11	1	0	12	2.11	1	0
55-05	Jct Hwy 123 - Nipawin	26.3	1,333	13.77	22	3	0	25	1.82	5	0
55-06	Nipawin - White Fox	12.2	1,731	7.71	15	3	0	18	2.33	4	0
55-07	White Fox - Smeaton	50.4	937	17.22	29	3	0	32	1.86	3	0
55-08	Smeaton - Moath Park	36.6	1,079	14.41	23	3	0	26	1.80	3	0
55-09	Moath Park - Prince Albert	41.4	2,387	36.10	55	6	1	62	1.72	12	1
55-10	Shellbrook - Dabden	49.3	1,335	24.03	57	8	0	65	2.71	17	0
55-11	Dabden - Big River	38.4	908	12.73	14	0	0	14	1.10	0	0
55-12	Big River - Jct Hwy 124	48.4	356	6.26	21	1	0	22	3.50	1	0
55-13	Jct 124 - Green Lake	28.0	346	3.54	18	1	0	17	4.81	2	0
55-14	Green Lake - Meadow Lake	48.1	1,432	25.14	58	5	0	63	2.51	6	0
55-15	Meadow Lake - S Jct Hwy 26	67.7	815	20.13	39	6	0	45	2.24	8	0
55-16	Peace - Alberta Border	52.1	865	16.83	61	8	0	69	4.10	19	0
	Subtotal - Hwy 55	605.4		207.20	502	52	1	555	2.68	86	1
56-00	Hwy 56 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
56-01	Indian Head - Kamsqua Lake	21.1	739	5.68	3	0	0	3	0.53	0	0
56-02	Kamsqua Lake - Fort Qu'Appelle	20.2	829	6.10	17	1	0	18	2.95	1	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	758	3.13	8	1	0	9	2.87	2	0
	Subtotal - Hwy 56	52.5		14.91	30	2	0	32	2.15	3	0
57-01	Manitoba Border - Jct Hwy 9	19.3	689	4.85	9	0	0	9	1.86	0	0
58-00	Hwy 58 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
58-01	Jct Hwy 18 - Lafleche	35.6	144	1.87	5	0	0	5	2.87	0	0
58-02	Lafleche - Gravelbourg	19.7	630	4.53	5	1	0	6	1.33	1	0
58-03	Gravelbourg - Jct Hwy 363	31.8	173	2.01	1	0	0	1	0.50	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	59	0.78	2	0	0	2	2.57	0	0
	Subtotal - Hwy 58	123.3		9.18	16	1	0	17	1.66	1	0
60-01	Pike Lake - Saskatoon	23.9	1,125	9.82	47	1	1	48	4.99	1	1
60-00	Hwy 60 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
60-01	Estehazy - Churchbridge	31.4	668	7.65	12	0	0	12	1.57	0	0
60-02	Jct Hwy 16 - Jct Hwy 10	35.3	202	2.61	7	0	0	7	2.88	0	0
	Subtotal - Hwy 60	66.7		10.26	23	0	0	23	2.24	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
99-10	Jct Hwy 6 - Craven	20.9	144	1.10	2	0	0	2	1.82	0	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
102-25	La Ronge - Sucker River	30.3	949	10.50	10	3	0	13	1.24	3	0
102-26	Sucker River - Otter Rapids	54.3	278	5.52	8	2	0	10	1.81	3	0
102-27	Otter Rapids - Island Lake Cr	52.0	155	2.94	2	1	0	3	1.02	1	0
102-28	Island Lake Cr - Waddy River Br	38.4	153	2.04	2	2	0	4	1.96	2	0
102-29	Waddy River Br - Southend	43.4	115	1.82	6	0	0	6	3.29	0	0
	Subtotal - Hwy 102	216.4		22.82	35	6	0	43	1.58	9	0
106-00	Hwy 106 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.5	353	8.70	23	0	0	23	2.64	0	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	305	7.46	7	3	1	11	1.47	6	2
106-03	Jct Hwy 165 - Deschambault L.	62.1	336	10.06	3	0	1	4	0.40	0	1
106-04	Deschambault L. - Jct Hwy 135	40.6	347	5.14	3	3	0	6	1.17	4	0
106-05	Jct Hwy 135 - Flin Flon	68.0	447	11.10	9	0	0	9	0.81	0	0
	Subtotal - Hwy 106	325.2		42.46	52	6	2	60	1.41	10	3
120-00	Hwy 120 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
120-01	Meath Park - Candle Lake	32.3	767	9.04	17	1	0	18	1.89	1	0
120-02	Candle Lake - Lower Fishing Lake	57.8	129	2.72	5	2	0	7	2.57	4	0
	Subtotal - Hwy 120	90.1		11.77	26	3	0	29	2.48	5	0
123-00	Hwy 123 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
123-01	Jct Hwy 163 - Kennedy Creek	41.8	301	4.59	4	0	0	4	0.87	0	0
123-02	Kennedy Cr. - Cumberland House	91.6	144	4.82	9	2	0	11	2.28	2	0
	Subtotal - Hwy 123	133.4		9.42	15	2	0	17	1.81	2	0
135-00	Hwy 135 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
135-01	Jct Hwy 106 - Pelican Narrows	50.8	333	6.18	3	5	1	9	1.46	15	2
135-02	Pelican Narrows - Sandy Bay	70.2	164	4.20	3	3	0	6	1.43	6	0
	Subtotal - Hwy 135	121.1		10.38	7	8	1	16	1.54	21	2
155-00	Hwy 155 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
155-01	Green Lake - Jct Hwy 165	94.5	613	21.15	32	2	0	34	1.81	4	0
155-02	Jct Hwy 165 - Buffalo Narrows	101.2	444	16.39	17	6	0	23	1.40	15	0
155-03	Buffalo Narrows - La Loche	105.3	419	16.11	20	3	0	23	1.43	3	0
	Subtotal - Hwy 155	301.0		53.65	74	11	0	85	1.58	22	0
165-00	Hwy 165 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	33	1.16	1	2	0	3	2.59	2	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	174	3.53	4	3	0	7	1.98	6	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	123	2.51	2	1	0	3	1.19	1	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	239	5.76	6	1	0	7	1.22	1	0
	Subtotal - Hwy 165	273.0		12.97	15	7	0	22	1.70	10	0
167-00	Hwy 167 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.3	63	0.68	1	0	0	1	1.48	0	0
167-02	Denare Beach - Creighton	19.7	1,501	10.79	11	1	0	12	1.11	1	0
	Subtotal - Hwy 167	49.0		11.47	12	1	0	13	1.13	1	0
201-01	Broadview - Jct Hwy 247	19.2	406	2.85	5	0	1	6	2.11	2	1
202-01	Tuxford - Buffalo Pound Lake	15.5	203	1.15	1	0	0	1	0.87	0	0
204-01	Battlefords Provincial Park	5.2	230	0.43	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenoses Lake	4.2	570	0.87	1	0	0	1	1.15	0	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	588	1.55	5	0	0	5	3.23	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	598	2.64	7	0	0	7	2.55	0	0
	Subtotal - Hwy 210	19.3		4.18	13	0	0	13	3.11	0	0
211-01	Dundurn - Blackstrap Lake	7.3	347	0.92	2	1	0	3	3.26	1	0
212-01	Duck Lake - Saskatchewan River	25.5	692	6.44	3	0	1	4	0.82	4	2
219-00	Hwy 219 Section Not Known	0.0	0	0.00	23	0	0	23	0.00	0	0
219-01	Danielson Provincial Park	1.8	110	0.07	3	0	0	3	45.84	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	247	2.19	4	0	0	4	1.83	0	0
219-03	Jct Hwy 15 - White Cap FN	38.0	537	7.45	17	1	0	18	2.42	1	0
219-04	White Cap FN - Saskatoon	31.9	1,984	22.86	50	3	0	53	2.32	3	0
	Subtotal - Hwy 219	96.9		32.57	97	4	0	101	3.10	4	0
220-01	Bulyea - Rowan's Ravine	22.5	194	1.80	4	0	0	4	2.51	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	290	0.43	1	1	0	2	4.68	1	0
224-01	Jct Hwy 4 - Goodsoil	46.0	105	1.76	3	2	0	5	2.83	4	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	289	3.88	7	1	0	8	2.08	1	0
229-00	Hwy 229 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	296	1.79	2	1	0	3	1.67	1	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	185	0.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	23.2		2.19	3	1	0	4	1.83	1	0
240-01	Jct Hwy 55 - P.A. National Park	40.3	122	1.79	9	0	0	9	5.02	0	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	248	4.51	7	1	0	8	1.77	2	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	179	1.46	10	1	0	11	7.43	1	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	127	0.36	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	2.5	85	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	10.4		0.44	0	0	0	0	0.00	0	0
263-01	Jct Hwy 2 - P.A. National Park	18.1	1,023	6.76	16	2	0	18	2.66	7	0
264-01	Jct Hwy 2 - Prince Albert	8.0	710	2.07	3	0	0	3	1.45	0	0
265-01	Jct Hwy 120 - Candle Lake	28.8	384	4.04	6	0	0	6	1.48	0	0
271-00	Hwy 271 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
271-01	Maple Creek - Cypress Hills	43.6	174	2.77	11	0	0	11	3.97	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	40	0.14	1	0	0	1	7.18	0	0
	Subtotal - Hwy 271	53.2		2.91	13	0	0	13	4.47	0	0
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	183	1.42	0	0	1	1	0.70	0	1
302-00	Hwy 302 Section Not Known	0.0	0	0.00	4	0	0		0.00	0	0
302-01	S Sask River - Prince Albert	38.4	374	5.24	15	4	0	19	3.82	5	0
302-02	Prince Albert - 30 Km West	26.9	559	5.49	13	2	0	15	2.73	3	0
	Subtotal - Hwy 302	65.3		10.73	32	6	0	38	3.54	8	0
303-00	Hwy 303 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1,040	8.72	13	0	1	14	1.61	0	1
303-02	Jct Hwy 21 - Jct Hwy 18	45.6	1,671	27.82	26	5	0	31	1.11	5	0
	Subtotal - Hwy 303	68.6		36.54	43	5	1	49	1.34	5	1
304-01	Jct Hwy 4 - Jct Hwy 28	48.7	676	12.02	41	4	0	45	3.75	10	0
305-00	Hwy 305 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
305-01	Warman - Jct Hwy 12	6.5	1,989	4.77	10	3	0	13	2.72	3	0
305-02	Jct Hwy 12 - Langham	20.6	799	6.02	10	4	0	14	2.33	4	0
	Subtotal - Hwy 305	27.2		10.79	20	7	0	27	2.50	7	0
306-00	Hwy 306 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
306-01	Jct Hwy 35 - Rielton	39.0	48	0.68	6	0	0	6	8.78	0	0
306-02	Rielton - Jct Hwy 6	27.8	201	2.04	6	0	0	6	2.94	0	0
	Subtotal - Hwy 306	66.8		2.73	12	0	0	12	4.40	0	0
307-00	Hwy 305 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
307-01	Jct Hwy 7 - Smiley	17.8	300	1.95	3	0	0	3	1.54	0	0
307-02	Smiley - Jct Hwy 21	29.3	448	4.70	2	0	0	2	0.42	0	0
	Subtotal - Hwy 307	47.1		6.73	5	0	0	5	0.74	0	0
308-01	Manitoba Border - Jct Hwy 8	14.8	235	1.27	5	0	0	5	4.73	0	0
309-01	Ebenezer - Rhein	18.4	420	2.82	5	1	0	6	2.13	1	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
310-01	Balcarres - Iluna	43.3	413	6.52	12	1	0	13	1.99	1	0
310-03	Jct Hwy 52 - Foam Lake	50.9	154	2.88	7	1	0	8	2.80	1	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length In Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
310-04	Foam Lake - Kurkie	30.4	311	3.45	5	1	0	6	1.74	1	0
	Subtotal - Hwy 310	124.5		12.83	27	3	0	30	2.34	3	0
312-00	Hwy 312 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
312-01	Wakaw - Rosetham	41.1	482	7.24	6	0	0	6	0.83	0	0
312-02	Rosetham - Jct Hwy 12	36.9	604	10.93	8	2	0	10	0.92	3	0
	Subtotal - Hwy 312	78.0		18.07	19	2	0	21	1.16	3	0
316-01	Cleavel - Hwy 5	16.0	618	3.58	15	1	0	16	4.46	1	0
317-00	Hwy 317 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	48.9	230	4.09	1	0	0	1	0.34	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	270	4.30	1	0	0	1	0.23	0	0
	Subtotal - Hwy 317	91.5		8.49	3	0	0	3	0.30	0	0
319-01	Camdull - Alida	27.9	398	4.03	8	0	0	8	1.98	0	0
320-01	Jct Hwy 20 - Demvemy	26.3	118	1.13	2	1	0	3	2.65	1	0
321-01	Lutbenhul - Alberta Border	23.2	419	5.07	20	0	0	20	4.34	0	0
322-01	Jct Hwy 20 - Jct Hwy 280	29.2	383	4.19	16	0	0	16	3.82	0	0
324-01	Jct Hwy 378 - Mayfair	19.8	76	0.92	2	0	0	2	3.87	0	0
332-01	Jct Hwy 32 - Hazelton	43.9	281	5.94	12	0	0	12	3.39	0	0
334-00	Hwy 334 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	118	2.69	12	0	0	12	4.48	0	0
334-02	Avonlea - Conna	33.9	481	5.70	18	1	0	19	3.34	1	0
	Subtotal - Hwy 334	96.3		8.39	30	1	0	31	3.70	1	0
335-00	Hwy 335 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	470	3.04	10	3	0	13	3.57	3	0
335-02	Jct Hwy 35 - Grondit	29.4	425	4.58	10	1	0	11	2.41	1	0
	Subtotal - Hwy 335	50.6		7.62	20	4	0	24	2.93	4	0
339-01	Avonlea - Jct Hwy 39	50.1	268	4.86	15	1	0	16	3.29	1	0
340-01	Radisson - Halford	30.6	420	4.60	4	0	0	4	0.85	0	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.8	263	1.22	1	0	0	1	0.82	0	0
342-02	Beechy - Clearwater Lake	43.9	183	2.94	10	1	0	11	3.74	1	0
342-03	Clearwater Lake - Jct Hwy 4	8.7	246	0.61	1	0	0	1	1.85	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	136	1.56	3	0	0	3	1.82	0	0
342-05	Lacadena - Jct Hwy 44	29.7	92	0.99	1	0	0	1	1.81	0	0
	Subtotal - Hwy 342	123.3		7.32	19	1	0	20	2.73	1	0
343-01	Jct Hwy 4 - Simmie	32.9	200	2.40	3	1	0	4	1.67	1	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
349-10	Jct Hwy 38 - Archersall	23.2	212	1.79	7	0	0	7	3.90	0	0
349-11	Jct Hwy 35 - Niscom	32.6	448	5.30	11	0	0	11	2.08	0	0
	Subtotal - Hwy 349	56.7		7.09	18	0	0	18	2.54	0	0
350-01	U.S. Border - Jct Hwy 18	16.3	83	0.49	4	0	0	4	8.09	0	0
354-01	Bethune - Dike	20.6	246	1.85	8	0	0	8	4.32	0	0
355-00	Hwy 355 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	194	1.98	1	0	1	2	1.81	0	1
355-02	Spruce Home - 11 km West	17.4	883	5.82	9	2	0	11	1.96	5	0
	Subtotal - Hwy 355	45.5		7.80	11	2	1	14	1.84	5	1
357-01	Togo - Jct Hwy 8	20.4	190	1.12	3	0	0	3	2.66	0	0
358-01	Wood Mountain - Limerick	42.6	195	3.03	5	0	0	5	1.85	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
361-11	Manitoba Border - Jct Hwy 8	18.9	118	0.81	3	0	0	3	3.76	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	189	3.29	6	1	0	7	2.13	1	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.4	585	11.37	13	2	0	15	1.32	2	0
Subtotal - Hwy 361		118.9		15.47	22	3	0	25	1.62	3	0
363-00	Hwy 363 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
363-01	Moose Jaw - Courval	70.8	285	7.35	13	0	0	13	1.77	0	0
363-02	Courval - Hodgenville	57.5	181	2.12	7	0	0	7	3.30	0	0
363-03	Hodgenville - Jct Hwy 4	69.9	212	5.41	11	1	0	12	2.22	3	0
Subtotal - Hwy 363		198.0		14.88	38	1	0	39	2.62	3	0
364-01	Balgony - Edgoley	37.3	485	6.60	5	0	0	5	0.76	0	0
365-01	Watrous - Plunkett	35.3	445	5.74	16	1	0	17	2.96	1	0
367-01	Eyeblow - Jct Hwy 19	23.6	192	1.67	5	0	0	5	3.00	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
368-01	Muenster - St. Brieux	56.5	359	7.41	21	1	0	22	2.97	2	0
368-02	St. Brieux - Beatty	33.4	551	8.71	4	0	0	4	0.60	0	0
Subtotal - Hwy 368		89.9		14.12	30	1	0	31	2.28	2	0
369-01	Jct Hwy 10 - Togo	20.6	61	0.46	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	254	3.84	8	1	0	9	2.34	1	0
373-01	Jct Hwy 42 - Birsay	14.0	128	0.85	0	0	0	0	0.00	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	199	1.83	3	1	1	5	2.74	1	1
376-00	Hwy 376 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
376-01	Jct Hwy 14 - Arslae	29.4	189	1.81	5	0	0	5	2.76	0	0
376-02	Arslae - Sonningdale	26.1	89	0.66	4	0	0	4	6.09	0	0
376-03	Sonningdale - Maymont	21.4	198	1.54	5	0	0	5	3.24	0	0
376-04	Maymont - Jct Hwy 40	18.0	138	0.90	0	0	0	0	0.00	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	41	0.39	1	0	0	1	2.56	0	0
Subtotal - Hwy 376		120.7		5.31	21	0	0	21	3.06	0	0
377-01	Radville - Caylon	22.9	283	2.36	6	0	0	6	2.54	0	0
378-00	Hwy 378 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	239	5.84	11	4	0	15	2.57	9	0
378-02	Rabbit Lake - Spiritwood	41.6	291	4.41	11	1	0	12	2.72	1	0
Subtotal - Hwy 378		108.6		10.25	28	5	0	34	3.32	10	0
379-01	McMahon - Wymark	18.4	186	1.25	1	1	0	2	1.60	1	0
381-01	MacNutt - Jct Hwy 8	24.8	69	0.62	1	0	0	1	1.61	0	0
397-01	Allan - Elstow	12.4	906	4.10	6	0	0	6	1.46	0	0
903-00	Hwy 903 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundary	50.2	339	6.22	14	0	0	14	2.25	0	0
903-02	N.A.D. Boundary - Jct Hwy 965	55.3	238	4.80	5	0	0	5	1.04	0	0
903-03	Jct Hwy 965 - End	73.6	167	4.50	1	0	0	1	0.22	0	0
Subtotal - Hwy 903		179.2		15.52	25	0	0	25	1.61	0	0
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	171	1.86	6	0	1	7	3.72	0	1
905-00	Hwy 905 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	95	2.35	5	0	0	5	2.13	0	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	84	2.43	1	1	0	2	0.82	1	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	92	2.99	0	0	0	0	0.00	0	0
905-04	W. Lodge Access - Henday Lake	32.7	110	1.31	6	0	0	6	4.57	0	0
905-05	Points North - Hawk Rock River	78.3	60	1.72	0	0	0	0	0.00	0	0
905-06	Hawk Rock River - Black Lake	106.7	80	2.34	2	0	0	2	0.86	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	3	1	0	4	3.74	1	0
Subtotal - Hwy 905		475.6		14.21	22	2	0	19	1.34	2	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length In Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
907-01	Jct Hwy 165 - Fort Black	5.5	20	0.04	1	0	0	1	24.91	0	0
908-01	Jct Hwy 155 - End	20.6	340	2.96	7	1	0	8	3.13	1	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	220	2.41	5	1	0	6	2.49	1	0
910-01	Jct Hwy 165 - End	34.1	53	0.66	2	1	0	3	4.55	1	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	150	1.39	4	1	0	5	3.14	1	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	11	0.26	0	1	0	1	3.78	1	0
912-03	Jct Hwy 165 - End	34.6	12	0.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 912	192.0		0.41	6	1	0	1	2.42	1	0
913-00	Hwy 913 Section Not Known	0.0	0	0.00	1	0	0	0		0	0
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	56	0.83	3	1	0	4	4.82	2	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	32	0.28	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	65.2		1.11	4	1	0	5	4.49	2	0
914-00	Hwy 914 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
914-01	Jct Hwy 165 - Pinhouse Lake	50.0	162	2.95	4	0	0	4	1.35	0	0
914-02	Pinhouse Lake - Bridge (N. Abut)	25.3	40	0.37	3	1	0	4	10.63	2	0
914-03	Churchill River - Kay Lake	194.3	30	2.15	2	2	0	4	1.88	2	0
	Subtotal - Hwy 914	269.5		5.47	9	3	0	12	2.19	4	0
915-01	Jct Hwy 102 - Stanley Mission	35.8	160	2.09	7	1	0	8	3.83	1	0
916-00	Hwy 916 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	35	0.53	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921 - Jct Hwy 917	48.7	45	0.80	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	56	0.42	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	110.5		1.74	0	0	0	0	0.00	0	0
917-01	Jct Hwy 916 - End	32.0	8	0.09	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (FN Bdry - End)	92.4	74	2.50	5	0	1	6	2.40	2	1
919-01	Jct Hwy 21 - Cold River	20.9	60	0.46	0	0	0	0	0.00	0	0
919-02	Cold River - SK Alta Border	34.9	31	0.40	2	0	0	2	5.04	0	0
	Subtotal - Hwy 919	55.7		0.86	2	0	0	2	2.34	0	0
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	65	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 920	3.5		0.08	0	0	0	0	0.00	0	0
921-01	Jct Hwy 933 - Jct Hwy 937	25.6	0	0.00	0	0	0	0	0.00	0	0
922-00	Hwy 922 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	30.8	54	0.61	1	0	0	1	1.65	0	0
922-02	North Jct Hwy 940 - Jct Hwy 916	61.3	25	0.55	0	0	0	0	0.00	0	0
	Subtotal - Hwy 922	92.2		1.16	1	0	0	1	1.65	0	0
924-01	Jct Hwy 55 - Dore Lake	65.3	50	1.19	1	0	0	1	0.84	0	0
925-00	Hwy 925 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	187	4.02	14	4	1	19	4.73	8	1
925-02	Jct Hwy 925 - N. Lrms. of Michel	22.2	119	0.96	0	0	0	0	0.00	0	0
	Subtotal - Hwy 925	81.0		4.98	16	4	1	21	4.22	8	1
926-01	Jct Hwy 120 - Jct Hwy 969	75.5	31	0.86	2	0	0	2	2.33	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	20	0.17	1	0	0	1	5.88	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Rd.	12.5	25	0.11	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	0.0	0	0.00	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	40	0.12	0	0	0	0	0.00	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
937-01	Jct Hwy 939 - End	42.2	11	0.18	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	41.4	26	0.30	0	0	0	0	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	50.0	61	1.24	0	0	0	0	0.00	0	0
943-00	Hwy 943 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
943-01	Hwy 942 - Jct Hwy 946	27.5	30	0.30	1	0	0	1	3.31	0	0
943-02	Jct Hwy 946 - 4 Km E of Meeteetse	34.6	23	0.29	0	0	0	0	0.00	0	0
Subtotal - Hwy 943		82.2		0.6	1	0	0	1	3.31	0	0
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	57	0.60	0	0	0	0	0.00	0	0
946-01	23.3 Km S of Jct Hwy 943	21.5	18	0.12	3	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	90	0.84	1	0	0	1	1.58	0	0
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	205	1.95	2	1	0	3	0.00	1	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	190	2.25	5	0	0	5	2.22	0	0
954-01	Jct Hwy 26 - End	12.2	108	0.48	1	0	0	1	2.97	0	0
955-04	La Roche - Cluff lake	244.5	75	6.70	12	3	0	15	2.24	8	0
956-01	Jct Hwy 155 - Alberta Border	53.9	42	0.82	1	1	0	2	2.44	3	0
962-03	Jct Hwy 982 - End	8.4	150	0.46	0	0	1	1	2.17	0	1
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	151	2.57	7	1	0	8	3.11	2	0
969-00	Hwy 969 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	240	1.31	0	0	0	0	0.00	0	0
969-02	Jct Hwy 930 - Jct Hwy 165	100.2	41	1.50	4	2	0	6	4.00	6	0
969-03	Jct Hwy 165 - End	38.4	0	0.00	0	0	0	0	0.00	0	0
Subtotal - Hwy 969		193.5		2.81	4	2	0	6	2.14	6	0
982-00	Hwy 982 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	26	0.26	0	0	0	0	0.00	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.5	28	0.31	0	0	0	0	0.00	0	0
Subtotal - Hwy 982		57.4		0.57	0	0	0	0	0.00	0	0
983-00	Hwy 983 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	26	0.31	0	0	0	0	0.00	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	26.3	20	0.19	0	2	0	2	10.42	2	0
Subtotal - Hwy 983		57.0		0.50	1	2	0	3	5.98	2	0
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	14.0	39	0.20	0	0	0	0	0.00	0	0
995-00	Hwy 995 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
Other*					3	0	0	3	0.00	0	0
GRAND TOTAL		22,538		7,749	10,796	1,087	71	11,954		1,857	84

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More

Table 11.2

Community	Population	Collisions				Persons		
		Property Damage	Personal Injury	Fatal	Total	Acc/ 100 pop	Injured	Killed
Estevan	10,923	356	38	0	394	3.61	45	0
Humboldt	5,577	124	12	0	136	2.44	14	0
Lloydminster	9,744	479	60	0	539	5.53	85	0
Martensville	5,682	51	4	0	55	0.97	4	0
Meadow Lake	6,431	133	13	0	146	2.27	17	0
Melfort	5,689	99	4	0	103	1.81	6	0
Moose Jaw	34,156	963	166	0	1,129	3.31	231	0
North Battleford	15,110	479	84	0	563	3.73	124	0
Prince Albert	41,020	1166	152	1	1,319	3.22	194	1
Regina	188,065	7,516	1,228	4	8,748	4.65	1,559	4
Saskatoon	213,654	11,977	1,266	10	13,253	6.20	1,641	11
Swift Current	16,050	417	38	1	456	2.84	49	1
Warman	5,454	68	1	0	69	1.27	1	0
Weyburn	10,022	231	22	1	254	2.53	26	1
Yorkton	17,260	409	57	1	467	2.71	85	1
Total	584,837	24,468	3,145	18	27,631	4.72	4,081	19

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for each city is provided below.

Estevan	Mr. Greg Wock	306-634-1823
Humboldt	Mr. Rod Halyk	306-682-2221
Lloydminster	Mr. Adam Homes	780-875-2302
Melfort	Mr. Gerald Gilmore	306-752-5911
Melville	Mr. Allan Callfas	306-728-6865
Moose Jaw	Mr. Ryan Johnson	306-694-4473
North Battleford	Mr. Stewart Shafer	306-445-1735
Prince Albert	Ms. Keri Sapsford	306-953-4900
Regina	Mr. Joseph Otitoju	306-777-7749
Saskatoon	Ms. Shirley Matt	306-975-2642
Swift Current	Mr. Trevor Feicht	306-778-2777
Weyburn	Mr. Blaine Frank	306-848-3230
Yorkton	Mrs. Dawn Oehler	306-786-1737

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation Department.

Traffic Collision Statistics – SECTION 11

2007 Pedestrian Collisions In Urban Communities with a Population of 5,000 or More

Table 11.3

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Estevan	2	0	2	2	0
Humboldt	1	0	1	1	0
Lloydminster	2	0	2	2	0
Martensville	0	0	0	0	0
Meadow Lake	0	0	0	0	0
Melfort	0	0	0	0	0
Moose Jaw	13	0	13	13	0
North Battleford	2	0	2	2	0
Prince Albert	15	0	15	15	0
Regina	114	0	114	121	0
Saskatoon	93	2	95	98	2
Swift Current	0	1	1	0	1
Warman	0	0	0	0	0
Weyburn	3	0	3	3	0
Yorkton	4	0	4	4	0
Total	249	3	252	261	3

2007 Bicycle Collisions In Urban Communities with a Population of 5,000 or More

Table 11.4

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	4	0	4	4	0
Humboldt	0	0	0	0	0	0
Lloydminster	1	0	0	1	0	0
Martensville	0	0	0	0	0	0
Meadow Lake	0	0	0	0	0	0
Melfort	0	1	0	1	1	0
Moose Jaw	2	7	0	9	9	0
North Battleford	1	5	0	6	6	0
Prince Albert	5	6	0	11	6	0
Regina	18	62	1	81	62	1
Saskatoon	40	51	0	91	51	0
Swift Current	0	1	0	1	1	0
Warman	0	0	0	0	0	0
Weyburn	0	3	0	3	3	0
Yorkton	4	3	0	7	3	0
Total	71	143	1	215	146	1

2007 Alcohol-Involved Collisions In Urban Communities with a Population of 5,000 or More

Table 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	5	2	0	7	3	0
Humboldt	3	1	0	4	4	0
Lloydminster	17	13	1	31	22	1
Martensville	2	2	0	4	2	0
Meadow Lake	6	5	1	12	7	1
Melfort	6	6	0	12	13	0
Moose Jaw	17	16	0	33	24	0
North Battleford	13	18	0	31	30	0
Prince Albert	45	17	1	63	33	1
Regina	236	99	1	336	162	1
Saskatoon	272	75	1	348	110	1
Swift Current	13	3	0	16	3	0
Warman	3	0	0	3	0	0
Weyburn	6	2	0	8	2	0
Yorkton	14	5	0	19	10	0
Total	658	264	5	927	425	5

Traffic Collision Statistics – SECTION 11

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed in order of 2007 Collision Frequency

Table 11.6

Saskatoon	Traffic Control	Collisions			Collisions/ 10 mil veh*
		2005	2006	2007	
Idylwyld Dr & 22nd St	Traffic Signals	56	60	84	68.04
Ave C & Circle Dr	Traffic Signals	65	66	73	49.46
51st St / Lenore & Wanuskewin / Warman	Traffic Signals	88	64	73	38.71
College Dr & Preston Ave	Traffic Signals	62	75	65	36.66
51st St & Millar Ave	Traffic Signals	47	53	57	28.40
Circle Dr & Millar Ave	Traffic Signals	52	49	49	25.00
33rd St & Idylwyld Dr	Traffic Signals	60	39	48	25.63
8th St & Preston Ave	Traffic Signals	46	52	48	27.01
McKercher Dr & 8th St	Traffic Signals	41	49	46	28.06
Circle Dr & Idylwyld Dr	Traffic Signals	29	24	45	17.51
20th St & Idylwyld Dr	Traffic Signals	23	45	45	20.27
51st St & Faithfull Ave	Traffic Signals	32	34	37	16.40
Circle Dr & Venture Cr	Traffic Signals	15	22	37	25.44
22nd St & Diefenbaker Dr	Traffic Signals	52	38	35	20.75
Central Ave & Attridge Dr	Traffic Signals	62	46	34	11.19

Regina

Albert St & Parliament Ave	Traffic Signals	27	28	42	27.97
Albert St & Saskatchewan Dr	Traffic Signals	32	37	38	19.59
Dewdney Ave & Lewvan Dr	Traffic Signals	36	40	38	22.07
4th Ave & Lewvan Dr	Traffic Signals	34	34	37	22.79
9th Ave N & McCarthy Blvd N	Traffic Signals	35	20	37	28.73
Park St & Victoria Ave E	Traffic Signals	28	31	37	22.66
Fleet St / University Pk Dr & Victoria Ave	Traffic Signals	34	16	35	17.81
Pasqua St & Rochdale Blvd	Traffic Signals	26	20	35	21.19
Albert St & Victoria Ave	Traffic Signals	26	26	34	20.41
13th Ave & Lewvan Dr	Traffic Signals	32	24	30	24.70
Arcola Ave E & University Pk Dr	Traffic Signals	30	20	30	19.52
1st Ave N / Avonhurst Dr & Albert St	Traffic Signals	29	17	28	16.45
Arcola Ave & Victoria Ave	Traffic Signals	26	22	28	14.97
Albert St & College Ave	Traffic Signals	32	32	27	16.96
Victoria Ave and Winnipeg St	Traffic Signals	21	25	27	20.82

Prince Albert

2nd Ave W & 15th St	Traffic Signals	31	28	28	20.60
6th Ave E & 15th St	Traffic Signals	31	30	19	13.58
6th Ave E & 22nd St	Traffic Signals	19	9	15	17.81
1st Ave E & 15th St	Traffic Signals	7	10	13	28.51
2nd Ave W & Marquis Rd	Traffic Signals	15	10	13	13.59
Central Ave & 15th St	Traffic Signals	8	11	11	11.76
2nd Ave W & 28th St	Traffic Signals	10	18	10	8.29
Central Ave & Marquis Rd	Traffic Signals	7	6	10	9.41
2nd Ave W & 32nd St	Traffic Signals	7	4	9	8.70
6th Ave E & 28th St	Traffic Signals	15	20	9	8.78
2nd Ave E & 28th St	Traffic Signals	7	7	8	11.24
2nd Ave W & 12th St	Traffic Signals	7	8	8	9.02
4th Ave E & Marquis Rd	Traffic Signals	1	3	8	8.39
6th Ave E & Marquis Rd	Traffic Signals	10	8	8	7.67
Central Ave & 28th St	Traffic Signals	10	25	8	12.50

* Collisions per 10 million vehicles travelling through the location

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics

Table 11.7

by Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Col/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	780	5	0	0	5	0.64	0	0
Air Ronge	1,718	9	4	0	13	0.76	5	0
Alameda	383	4	0	0	4	1.04	0	0
Allan	771	2	0	0	2	0.26	0	0
Annaheim	284	2	0	0	2	0.70	0	0
Arboretfield	399	2	0	0	2	0.50	0	0
Archerwill	349	3	0	0	3	0.86	0	0
Arcola	551	7	0	0	7	1.27	0	0
Asquith	852	9	0	0	9	1.06	0	0
Assiniboia	2,624	47	8	0	55	2.10	11	0
Avonlea	462	9	1	0	10	2.16	1	0
Balcarres	622	9	2	0	11	1.77	2	0
Balgonie	1,770	17	4	0	21	1.19	4	0
Battleford	4,019	55	8	0	61	1.52	12	0
Beauval	1,060	3	1	0	4	0.38	1	0
Beechy	336	2	0	0	2	0.60	0	0
Bengough	455	5	0	0	5	1.10	0	0
Bethune	432	2	0	0	2	0.46	0	0
Bienfait	946	7	2	0	9	0.95	2	0
Big River	1,063	11	0	0	11	1.03	0	0
Biggar	2,388	40	4	0	44	1.84	7	0
Birch Hills	1,209	16	0	0	16	1.32	0	0
Bjorkdale	337	4	0	0	4	1.19	0	0
Blaine Lake	603	8	3	0	11	1.82	5	0
Borden	375	7	0	0	7	1.87	0	0
Bredenbury	393	6	0	0	6	1.53	0	0
Broadview	599	10	2	0	12	2.00	4	0
Bruno	619	4	0	0	4	0.65	0	0
Buena Vista	468	4	0	0	4	0.85	0	0
Buffalo Narrows	1,340	16	2	0	18	1.34	3	0
Burstall	409	10	0	0	10	2.44	0	0
Cabri	574	4	0	0	4	0.70	0	0
Candle Lake	646	9	1	0	10	1.55	1	0
Canoe Narrows	904	1	1	0	2	0.22	1	0
Canora	2,388	32	1	0	33	1.38	1	0
Canwood	449	6	0	0	6	1.34	0	0
Carievale	316	2	0	0	2	0.63	0	0
Carlyle	1,527	21	2	0	23	1.51	4	0
Carnduff	1,143	24	0	0	24	2.10	0	0
Caronport	1,110	3	0	0	3	0.27	0	0
Carrot River	1,240	14	0	0	14	1.13	0	0
Central Butte	448	10	0	0	10	2.23	0	0
Chaplin	290	4	0	0	4	1.38	0	0
Choiceland	447	8	0	0	8	1.79	0	0
Churchbridge	790	5	1	0	6	0.76	1	0
Clavet	673	4	1	0	5	0.74	2	0
Cochin	323	2	0	0	2	0.62	0	0
Codette	320	2	0	0	2	0.63	0	0
Coleville	307	4	0	0	4	1.30	0	0
Colonsay	514	3	0	0	3	0.58	0	0
Coronach	823	3	0	0	3	0.36	0	0
Craik	484	5	1	0	6	1.24	1	0
Craven	640	6	1	0	7	1.09	1	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics

Table 11.7

by Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Creighton	1,720	19	1	0	20	1.16	1	0
Cudworth	836	10	1	0	11	1.32	1	0
Cumberland House	1,239	7	0	0	7	0.56	0	0
Cupar	638	4	0	0	4	0.63	0	0
Cut Knife	569	3	0	0	3	0.53	0	0
Dalmeny	1,805	7	0	0	7	0.39	0	0
Davidson	1,097	13	1	0	14	1.28	1	0
Debden	537	11	0	0	11	2.05	0	0
Delisle	1,201	9	0	0	9	0.75	0	0
Denare Beach	825	2	0	0	2	0.24	0	0
Dillon	773	5	1	0	6	0.78	2	0
Dinsmore	355	1	0	0	1	0.28	0	0
Dodsland	252	4	1	0	5	1.98	1	0
Domremy	258	1	1	0	2	0.78	1	0
Drake	281	3	0	0	3	1.07	0	0
Duck Lake	419	11	1	0	12	2.86	2	0
Dundurn	1,208	9	0	0	9	0.75	0	0
Dysart	288	1	0	0	1	0.35	0	0
Earl Grey	338	3	0	0	3	0.89	0	0
Eastend	632	3	0	0	3	0.47	0	0
Eatonia	605	4	0	0	4	0.66	0	0
Edam	493	2	0	0	2	0.41	0	0
Elbow	372	3	0	0	3	0.81	0	0
Elrose	535	5	0	0	5	0.93	0	0
Englefeld	273	3	2	0	5	1.83	4	0
Esterhazy	2,664	28	0	0	28	1.05	0	0
Eston	1,033	14	0	0	14	1.36	0	0
Fillmore	252	2	1	0	3	1.19	1	0
Flin Flon	281	5	2	0	7	2.49	2	0
Foam Lake	1,246	13	0	0	13	1.04	0	0
Fond Du Lac	743	2	2	0	4	0.54	2	0
Fort Qu'Appelle	2,351	59	6	0	65	2.76	9	0
Fox Valley	397	7	0	0	7	1.76	0	0
Frontier	477	3	0	0	3	0.63	0	0
Gainsborough	285	2	0	0	2	0.70	0	0
Glaslyn	440	3	0	0	3	0.68	0	0
Goodsoil	450	7	0	0	7	1.56	0	0
Gravelbourg	1,265	14	0	0	14	1.11	0	0
Green Lake	544	1	0	0	1	0.18	0	0
Grenfell	1,051	11	1	0	12	1.14	15	0
Gull Lake	1,203	11	1	0	12	1.00	1	0
Hafford	456	1	0	0	1	0.22	0	0
Hague	1,178	9	0	0	9	0.76	0	0
Hanley	565	1	0	0	1	0.18	0	0
Harris	261	3	1	0	4	1.53	1	0
Hepburn	728	5	1	0	6	0.82	1	0
Herbert	769	4	0	0	4	0.52	0	0
Hodgeville	276	2	0	0	2	0.72	0	0
Hudson Bay	2,150	34	2	0	36	1.67	2	0
Ile A La Crosse	1,537	7	0	0	7	0.46	0	0
Imperial	367	2	0	0	2	0.54	0	0
Indian Head	1,805	18	2	0	20	1.11	3	0
Invermay	318	2	0	0	2	0.63	0	0

Traffic Collision Statistics – SECTION 11

**2007 Traffic Collision Statistics
by Urban Communities with a Population Between 250 and 5,000**

Table 11.7

Community	Population	Collisions				Col/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Ituna	777	6	0	0	6	0.77	0	0
Kamsack	1,932	26	3	0	29	1.50	3	0
Kelvington	1,028	14	0	0	14	1.36	0	0
Kenaston	372	5	0	0	5	1.34	0	0
Kennedy	280	2	0	0	2	0.71	0	0
Kenosee Lake	321	7	0	0	7	2.18	0	0
Kerrobert	1,097	27	0	0	27	2.46	0	0
Kindersley	4,809	122	8	0	130	2.70	9	0
Kinistino	685	6	0	0	6	0.88	0	0
Kipling	1,101	18	0	0	18	1.63	0	0
Kyle	482	6	0	0	6	1.24	0	0
La Loche	3,016	30	4	0	34	1.13	4	0
La Ronge	4,990	52	6	0	58	1.16	7	0
Lafleche	494	2	0	0	2	0.40	0	0
Laird	258	1	0	0	1	0.39	0	0
Lake Lenore	364	3	0	0	3	0.82	0	0
Lampman	716	7	1	0	8	1.12	1	0
Langenburg	1,200	9	0	0	9	0.75	0	0
Langham	1,479	11	2	0	13	0.88	2	0
Lanigan	1,384	13	1	0	14	1.01	1	0
Lashburn	1,167	12	1	0	13	1.11	1	0
Leader	928	9	0	0	9	0.97	0	0
Leask	412	3	1	0	4	0.97	1	0
Lebret	311	2	0	0	2	0.64	0	0
Lemberg	316	2	0	0	2	0.63	0	0
Leoville	410	12	0	0	12	2.93	0	0
Leroy	453	5	0	0	5	1.10	0	0
Lipton	367	4	0	0	4	1.09	0	0
Loon Lake	409	15	0	0	15	3.67	0	0
Lucky Lake	380	6	0	0	6	1.58	0	0
Lumsden	2,035	23	1	0	24	1.18	1	0
Luseland	654	7	0	0	7	1.07	0	0
Macklin	1,474	18	1	0	19	1.29	2	0
Macoun	253	3	0	0	3	1.19	0	0
Maidstone	1,328	15	3	0	18	1.36	5	0
Manor	350	2	0	0	2	0.57	0	0
Maple Creek	2,675	42	2	0	44	1.64	2	0
Marshall	747	6	0	0	6	0.80	0	0
Maryfield	375	6	0	0	6	1.60	0	0
McLean	370	2	0	0	2	0.54	0	0
Melville	4,479	60	10	0	70	1.56	11	0
Meota	470	5	0	0	5	1.06	0	0
Midale	585	3	2	0	5	0.85	2	0
Milden	278	3	0	0	3	1.08	0	0
Milestone	657	5	0	0	5	0.76	0	0
Montmartre	493	3	0	0	3	0.61	0	0
Moosomin	2,472	44	5	0	49	1.98	8	0
Morse	279	1	0	0	1	0.36	0	0
Mortlach	327	1	1	0	2	0.61	1	0
Mossbank	413	2	1	0	3	0.73	2	0
Muenster	436	5	0	0	5	1.15	0	0
Naicam	822	6	0	0	6	0.73	0	0
Neilburg	544	3	1	0	4	0.74	1	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics

Table 11.7

by Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Col/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Neudorf	340	4	1	0	5	1.47	1	0
Nipawin	4,982	125	15	0	140	2.81	21	0
Nokomis	415	5	1	0	6	1.45	1	0
Norquay	597	7	1	0	8	1.34	1	0
Odessa	286	1	0	0	1	0.35	0	0
Ogema	370	2	0	0	2	0.54	0	0
Osler	1,303	8	2	0	10	0.77	2	0
Outlook	2,338	41	0	0	41	1.75	0	0
Oxbow	1,363	6	2	0	8	0.59	2	0
Pangman	251	2	0	0	2	0.80	0	0
Paradise Hill	657	9	0	0	9	1.37	0	0
Patuanak	432	1	0	0	1	0.23	0	0
Pelican Narrows	1,989	7	4	0	11	0.55	9	0
Pelly	340	2	0	0	2	0.59	0	0
Pense	575	4	0	0	4	0.70	0	0
Perdue	496	2	0	0	2	0.40	0	0
Pierceland	732	6	0	0	6	0.82	0	0
Pilot Butte	2,193	19	1	0	20	0.91	2	0
Pinehouse Lake	1,087	7	1	0	8	0.74	1	0
Ponteix	598	6	0	0	6	1.00	0	0
Porcupine Plain	1,124	7	4	0	11	0.98	6	0
Preeceville	1,221	21	1	0	22	1.80	2	0
Qu'Appelle	738	3	0	0	3	0.41	0	0
Quill Lake	558	10	1	0	11	1.97	1	0
Radisson	518	7	2	0	9	1.74	2	0
Radville	778	14	2	0	16	2.06	3	0
Raymore	656	12	0	0	12	1.83	0	0
Redvers	1,028	13	0	0	13	1.26	0	0
Regina Beach	1,206	16	2	0	18	1.49	3	0
Rocanville	1,015	15	0	0	15	1.48	0	0
Rockglen	444	6	0	0	6	1.35	0	0
Rose Valley	402	4	0	0	4	1.00	0	0
Rosetown	2,592	60	3	0	63	2.43	9	0
Rosthern	1,583	24	1	0	25	1.58	2	0
Rouleau	496	3	0	0	3	0.60	0	0
Saltcoats	580	4	1	0	5	0.86	1	0
Sandy Bay	1,240	5	1	0	6	0.48	1	0
Sedley	367	1	1	0	2	0.54	1	0
Semans	260	2	0	0	2	0.77	0	0
Shaunavon	1,989	23	4	0	27	1.36	4	0
Shell Lake	356	6	0	0	6	1.69	0	0
Shellbrook	1,604	25	5	0	30	1.87	8	0
Silton	466	1	0	0	1	0.21	0	0
Smeaton	264	2	1	0	3	1.14	1	0
Southend	600	2	4	0	6	1.00	4	0
Southey	950	7	0	0	7	0.74	0	0
Spalding	294	1	0	0	1	0.34	0	0
Spiritwood	1,206	14	0	0	14	1.16	0	0
Springside	586	1	0	0	1	0.17	0	0
St Brieux	599	9	0	0	9	1.50	0	0
St Louis	561	4	0	0	4	0.71	0	0
St Walburg	881	8	2	0	10	1.14	2	0
Stanley Mission	1,109	2	1	0	3	0.27	1	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics

Table 11.7

by Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Star City	471	6	0	0	6	1.27	0	0
Stockholm	361	1	0	0	1	0.28	0	0
Stony Rapids	1,102	5	1	0	6	0.54	1	0
Stoughton	678	12	0	1	13	1.92	0	1
Strasbourg	880	8	0	0	8	0.91	0	0
Sturgis	671	9	0	0	9	1.34	0	0
Theodore	397	4	0	0	4	1.01	0	0
Tisdale	3,498	68	2	0	70	2.00	2	0
Turnor Lake	545	4	1	0	5	0.92	2	0
Turtleford	674	11	0	0	11	1.63	0	0
Unity	2,407	43	2	0	45	1.87	3	0
Vanscoy	660	2	0	0	2	0.30	0	0
Vibank	487	2	1	0	3	0.62	1	0
Vonda	355	5	0	0	5	1.41	0	0
Wadena	1,397	25	0	0	25	1.79	0	0
Wakaw	1,036	10	2	0	12	1.16	3	0
Waldheim	1,089	8	1	0	9	0.83	1	0
Wapella	408	1	0	0	1	0.25	0	0
Watrous	2,107	39	3	0	42	1.99	3	0
Watson	839	11	0	0	11	1.31	0	0
Wawota	597	14	0	0	14	2.35	0	0
White City	1,835	11	1	0	12	0.65	1	0
White Fox	535	5	1	0	6	1.12	2	0
Whitewood	957	13	3	0	16	1.67	4	0
Wilcox	354	1	0	0	1	0.28	0	0
Wilkie	1,331	13	0	0	13	0.98	0	0
Willow Bunch	353	2	0	0	2	0.57	0	0
Windthorst	260	5	0	0	5	1.92	0	0
Wollaston Lake	1,022	4	0	0	4	0.39	0	0
Wolseley	890	8	1	0	9	1.01	1	0
Wynyard	2,070	34	5	0	39	1.88	6	0
Yellow Grass	419	2	0	0	2	0.48	0	0
Young	282	3	0	0	3	1.06	0	0
Zenon Park	265	4	0	0	4	1.51	0	0
Totals	222,914	2,611	218	1	2,830	1.27	304	1

Summary of Urban Collisions

Communities under 250	24,707	346	28	1	375	1.52	44	1
Communities 250 to 5,000	222,914	2,611	218	1	2,830	1.27	304	1
Communities over 5,000	584,837	24,468	3,145	18	27,631	4.72	4,081	19
Total - All Communities	832,458	27,425	3,391	20	30,836	3.70	4,429	21

Populations are based on Saskatchewan Health Services Plan statistics.

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
001 Argyle	228	4.40	29	0	0	29	6.59	12.72	0	0
002 Mount Pleasant	320	8.38	13	2	0	15	1.79	4.69	3	0
003 Enniskillen	384	6.81	38	1	0	39	5.72	10.16	1	0
004 Coalfields	284	7.22	27	1	0	28	3.88	9.86	1	0
005 Estevan	655	7.24	37	12	0	49	6.77	7.48	17	0
006 Cambria	200	3.82	7	1	0	8	2.10	4.00	1	0
007 Souris Valley	295	4.31	10	0	0	10	2.32	3.39	0	0
008 Lake Alma	236	3.65	8	0	0	8	2.19	3.39	0	0
009 Surprise Valley	152	3.84	8	0	0	8	2.08	5.26	0	0
010 Happy Valley	198	1.32	1	0	0	1	0.76	0.51	0	0
011 Hart Butte	204	6.60	5	1	0	6	0.91	2.94	1	0
012 Poplar Valley	284	3.46	6	0	0	6	1.73	2.11	0	0
017 Val Marie	450	5.98	7	0	0	7	1.17	1.56	0	0
018 Lone Tree	141	2.52	4	0	0	4	1.59	2.84	0	0
019 Frontier	239	4.10	9	0	0	9	2.20	3.77	0	0
031 Storthoaks	304	4.46	6	1	1	8	1.79	2.63	2	1
032 Reciprocity	298	8.43	19	2	0	21	2.49	7.05	2	0
033 Moose Creek	313	6.92	14	0	1	15	2.17	4.79	2	1
034 Browning	408	11.73	33	1	0	34	2.90	8.33	2	0
035 Benson	420	8.38	9	3	0	12	1.43	2.86	6	0
036 Cymri	331	14.99	31	3	0	34	2.27	10.27	6	0
037 Lomond	245	8.30	19	0	0	19	2.29	7.76	0	0
038 Laurier	298	6.34	16	0	0	16	2.52	5.37	0	0
039 The Gap	183	3.95	0	0	0	0	0.00	0.00	0	0
040 Bengough	246	6.68	13	2	0	15	2.25	6.10	5	0
042 Willow Bunch	399	5.47	17	1	0	18	3.29	4.51	1	0
043 Old Post	316	5.56	16	0	0	16	2.88	5.06	0	0
044 Waverley	278	5.67	15	1	0	16	2.82	5.76	2	0
045 Mankota	438	4.67	11	2	0	13	2.78	2.97	2	0
046 Glen McPherson	106	1.89	0	0	0	0	0.00	0.00	0	0
049 White Valley	447	9.95	31	1	0	32	3.22	7.16	1	0
051 Reno	319	6.15	6	0	0	6	0.98	1.88	0	0
061 Antler	462	9.35	24	0	0	24	2.57	5.19	0	0
063 Moose Mountain	399	8.17	31	1	0	32	3.92	8.02	1	0
064 Brock	227	8.78	33	6	0	39	4.44	17.18	6	0
065 Tecumseh	269	6.23	18	3	0	21	3.37	7.81	4	0
066 Griffin	336	8.09	13	1	0	14	1.73	4.17	2	0
067 Weyburn	626	8.43	31	2	0	33	3.91	5.27	2	0
068 Brokenshell	294	3.81	4	1	0	5	1.31	1.70	1	0
069 Norton	204	4.41	4	1	0	5	1.13	2.45	1	0
070 Key West	299	5.71	8	1	0	9	1.58	3.01	2	0
071 Excel	502	6.39	10	0	0	10	1.57	1.99	0	0
072 Lake of The Rivers	234	6.65	25	0	0	25	3.76	10.68	0	0
073 Stonehenge	415	6.35	10	1	0	11	1.73	2.65	1	0
074 Wood River	265	4.99	10	0	0	10	2.01	3.77	0	0
075 Pinto Creek	239	4.36	13	0	0	13	2.98	5.44	0	0
076 Auvergne	278	5.63	7	1	0	8	1.42	2.88	1	0
077 Wise Creek	212	3.11	7	0	0	7	2.25	3.30	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
078 Grassy Creek	245	4.10	11	0	0	11	2.89	4.49	0	0
079 Arlington	291	5.54	15	3	0	18	3.25	6.19	3	0
091 Maryfield	323	5.59	12	1	0	13	2.32	4.02	1	0
092 Walpole	334	7.74	10	0	0	10	1.29	2.99	0	0
093 Wawken	370	6.35	13	3	0	16	2.52	4.32	5	0
094 Hazelwood	254	8.34	10	2	1	13	1.56	5.12	3	2
095 Golden West	323	7.48	12	1	0	13	1.74	4.02	1	0
096 Fillmore	228	7.89	25	2	1	28	3.55	12.28	3	1
097 Wellington	290	4.58	0	1	0	1	0.22	0.34	1	0
098 Scott	156	5.28	11	0	0	11	2.09	7.05	0	0
099 Caledonia	261	3.92	6	1	0	7	1.79	2.68	1	0
100 Elmsthorpe	231	4.92	11	0	0	11	2.23	4.76	0	0
101 Terrell	243	4.26	7	1	0	8	1.88	3.29	1	0
102 Lake Johnston	127	3.45	18	1	0	19	5.51	14.96	1	0
103 Sutton	236	5.82	11	0	0	11	1.89	4.66	0	0
104 Gravelbourg	316	4.51	4	0	0	4	0.89	1.27	0	0
105 Glen Bain	247	3.78	1	0	0	1	0.26	0.40	0	0
106 Whiska Creek	410	4.24	8	0	0	8	1.89	1.95	0	0
107 Lac Pelletier	320	4.57	8	2	0	10	2.19	3.13	2	0
108 Bone Creek	328	5.37	6	2	0	8	1.49	2.44	4	0
109 Carmichael	467	4.77	6	1	0	7	1.47	1.50	1	0
110 Piapot	343	7.91	17	1	0	18	2.27	5.25	1	0
111 Maple Creek	851	13.48	30	1	0	31	2.30	3.64	1	0
121 Moosomin	360	7.43	29	0	0	29	3.90	8.06	0	0
122 Martin	280	8.12	17	3	0	20	2.46	7.14	3	0
123 Silverwood	450	8.75	5	1	0	6	0.69	1.33	1	0
124 Kingsley	389	9.09	18	4	0	22	2.42	5.66	7	0
125 Chester	353	6.51	20	2	0	22	3.38	6.23	2	0
126 Montmartre	420	9.57	26	2	1	29	3.03	6.90	3	1
127 Francis	574	9.76	18	3	0	21	2.15	3.66	7	0
128 Lajord	927	7.44	14	0	0	14	1.88	1.51	0	0
129 Bratt's Lake	162	6.19	4	1	1	6	0.97	3.70	1	1
130 Redburn	212	5.89	12	1	0	13	2.21	6.13	1	0
131 Baildon	374	6.30	9	2	0	11	1.75	2.94	2	0
132 Hillsborough	66	1.00	2	0	0	2	2.01	3.03	0	0
133 Rodgers	100	2.72	4	0	0	4	1.47	4.00	0	0
134 Shamrock	172	3.41	5	0	0	5	1.46	2.91	0	0
135 Lawtonia	269	4.14	15	0	0	15	3.63	5.58	0	0
136 Coulee	378	4.86	11	2	0	13	2.67	3.44	3	0
137 Swift Current	1,238	9.26	45	4	0	49	5.29	3.96	5	0
138 Webb	379	7.57	23	1	0	24	3.17	6.33	1	0
139 Gull Lake	182	5.16	36	1	0	37	7.16	20.33	1	0
141 Big Stick	131	3.90	3	1	0	4	1.03	3.05	4	0
142 Enterprise	152	7.96	4	1	0	5	0.63	3.29	2	0
151 Rocanville	447	6.93	19	0	0	19	2.74	4.25	0	0
152 Spy Hill	315	5.26	27	0	0	27	5.14	8.57	0	0
153 Willowdale	278	5.93	10	1	0	11	1.85	3.96	1	0
154 Elcapo	481	9.20	30	2	0	32	3.48	6.65	2	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
155 Wolseley	406	7.96	14	2	0	16	2.01	3.94	4	0
156 Indian Head	269	8.36	14	3	0	17	2.03	6.32	5	0
157 South Qu'Appelle	765	7.16	14	7	0	21	2.93	2.75	9	0
158 Edenwold	2,839	15.61	53	12	1	66	4.23	2.32	14	1
159 Sherwood	399	24.95	91	11	0	102	4.09	25.56	13	0
160 Pense	397	10.35	19	6	0	25	2.41	6.30	7	0
161 Moose Jaw	442	9.03	24	4	0	28	3.10	6.33	4	0
162 Caron	408	4.70	10	3	1	14	2.98	3.43	4	1
163 Wheatlands	147	4.27	7	0	0	7	1.64	4.76	0	0
164 Chaplin	103	2.39	10	0	0	10	4.18	9.71	0	0
165 Morse	385	8.82	13	2	0	15	1.70	3.90	3	0
166 Excelsior	715	9.60	19	1	0	20	2.08	2.80	1	0
167 Saskatchewan Landing	349	5.52	11	1	1	13	2.36	3.72	3	1
168 Riverside	418	10.46	10	0	0	10	0.96	2.39	0	0
169 Pittville	198	6.30	12	0	0	12	1.90	6.06	0	0
171 Fox Valley	324	5.85	11	1	0	12	2.05	3.70	1	0
181 Langenburg	515	7.74	18	2	0	20	2.58	3.88	2	0
183 Fertile Belt	691	9.98	55	5	0	60	6.01	8.68	5	0
184 Grayson	416	6.54	19	0	1	20	3.06	4.81	0	1
185 McLeod	493	4.86	21	2	0	23	4.74	4.67	2	0
186 Abernethy	325	6.73	23	3	0	26	3.86	8.00	3	0
187 North Qu'Appelle	388	7.80	19	2	0	21	2.69	5.41	2	0
189 Lumsden	818	13.68	36	5	0	41	3.00	5.01	5	0
190 Dufferin	438	5.89	19	1	0	20	3.40	4.57	1	0
191 Marquis	239	4.43	7	1	0	8	1.80	3.35	4	0
193 Eyebrow	180	4.91	3	0	0	3	0.61	1.67	0	0
194 Enfield	262	5.59	9	0	0	9	1.61	3.44	0	0
211 Churchbridge	582	7.15	11	1	0	12	1.68	2.06	1	0
213 Saltcoats	598	7.75	24	0	0	24	3.10	4.01	0	0
214 Cana	747	5.72	22	1	0	23	4.02	3.08	1	0
215 Stanley	468	6.91	8	4	0	12	1.74	2.56	4	0
216 Tullymet	250	3.72	6	1	1	8	2.15	3.20	3	1
217 Lipton	324	6.23	9	1	0	10	1.61	3.09	1	0
218 Cupar	441	8.07	24	1	0	25	3.10	5.67	1	0
219 Longlakeon	649	10.93	18	2	0	20	1.83	3.08	2	0
220 McKillop	355	6.77	25	2	0	27	3.99	7.61	2	0
221 Sarnia	257	7.69	12	1	0	13	1.69	5.06	1	0
222 Craik	244	6.29	10	4	0	14	2.22	5.74	6	0
223 Huron	178	3.85	6	1	0	7	1.82	3.93	1	0
224 Maple Bush	146	4.25	1	1	0	2	0.47	1.37	1	0
225 Canaan	126	3.40	5	0	0	5	1.47	3.97	0	0
226 Victory	416	4.49	12	1	0	13	2.89	3.13	2	0
228 Lacadena	536	9.64	11	1	0	12	1.25	2.24	1	0
229 Miry Creek	362	9.36	25	0	0	25	2.67	6.91	0	0
230 Clinworth	207	5.41	10	0	0	10	1.85	4.83	0	0
231 Happyland	282	8.40	28	3	1	32	3.81	11.35	5	1
232 Deer Forks	191	4.07	10	0	0	10	2.46	5.24	0	0
241 Calder	319	4.31	9	0	0	9	2.09	2.82	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
243 Wallace	701	7.61	19	0	0	19	2.50	2.71	0	0
244 Orkney	814	8.92	31	8	0	39	4.37	4.79	10	0
245 Garry	328	5.75	8	0	0	8	1.39	2.44	0	0
246 Ituna Bon Accord	368	5.46	20	1	0	21	3.85	5.71	1	0
247 Kellross	349	7.02	10	2	0	12	1.71	3.44	3	0
248 Touchwood	222	6.02	6	1	0	7	1.16	3.15	2	0
250 Last Mountain Valley	268	6.23	19	1	0	20	3.21	7.46	1	0
251 Big Arm	225	4.70	20	1	0	21	4.47	9.33	1	0
252 Arm River	210	7.78	21	2	0	23	2.96	10.95	2	0
253 Willner	233	5.19	5	0	0	5	0.96	2.15	0	0
254 Loreburn	299	5.59	8	2	0	10	1.79	3.34	2	0
255 Coteau	397	5.33	10	0	0	10	1.88	2.52	0	0
256 King George	190	2.79	1	0	0	1	0.36	0.53	0	0
257 Monet	426	6.54	12	1	0	13	1.99	3.05	1	0
259 Snipe Lake	387	7.53	16	4	0	20	2.66	5.17	4	0
260 Newcombe	282	5.34	4	1	0	5	0.94	1.77	2	0
261 Chesterfield	379	9.26	11	4	0	15	1.62	3.96	5	0
271 Cote	434	4.36	16	0	0	16	3.67	3.69	0	0
273 Sliding Hills	521	6.62	9	0	0	9	1.36	1.73	0	0
274 Good Lake	476	7.03	12	1	0	13	1.85	2.73	1	0
275 Insinger	365	6.09	12	1	0	13	2.14	3.56	1	0
276 Foam Lake	584	10.48	20	1	0	21	2.00	3.60	1	0
277 Emerald	552	6.90	11	1	0	12	1.74	2.17	1	0
279 Mount Hope	595	13.55	23	3	0	26	1.92	4.37	3	0
280 Wreford	237	3.98	10	1	0	11	2.76	4.64	1	0
281 Wood Creek	306	5.06	7	0	0	7	1.38	2.29	0	0
282 McCraney	413	5.39	10	0	0	10	1.85	2.42	0	0
283 Rosedale	323	7.79	21	0	0	21	2.69	6.50	0	0
284 Rudy	376	5.90	10	1	0	11	1.87	2.93	1	0
285 Fertile Valley	189	5.76	11	0	0	11	1.91	5.82	0	0
286 Milden	431	4.57	12	0	0	12	2.63	2.78	0	0
287 St. Andrews	367	7.27	17	1	0	18	2.48	4.90	1	0
288 Pleasant Valley	729	4.27	10	0	0	10	2.34	1.37	0	0
290 Kindersley	140	14.35	38	3	0	41	2.86	29.29	3	0
292 Milton	236	4.92	7	0	0	7	1.42	2.97	0	0
301 St. Philips	298	3.65	8	0	0	8	2.19	2.68	0	0
303 Keys	390	4.88	10	2	0	12	2.46	3.08	2	0
304 Buchanan	540	5.16	8	0	0	8	1.55	1.48	0	0
305 Inveay	449	5.67	22	1	0	23	4.06	5.12	1	0
307 Elfros	537	6.07	20	0	0	20	3.30	3.72	0	0
308 Big Quill	240	8.88	13	2	0	15	1.69	6.25	2	0
309 Prairie Rose	575	5.67	7	0	0	7	1.23	1.22	0	0
310 Osborne	318	10.77	25	4	0	29	2.69	9.12	4	0
312 Morris	157	9.24	24	0	0	24	2.60	15.29	0	0
313 Lost River	338	5.49	9	0	0	9	1.64	2.66	0	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
314 Dundurn	302	5.15	26	2	0	28	5.44	9.27	3	0
315 Montrose	176	6.69	7	0	0	7	1.05	3.98	0	0
316 Harris	357	4.88	10	1	0	11	2.25	3.08	1	0
317 Marriott	275	4.93	7	0	0	7	1.42	2.55	0	0
318 Mountain View	268	4.80	8	1	0	9	1.88	3.36	1	0
319 Winslow	237	7.97	12	1	1	14	1.76	5.91	2	1
320 Oakdale	221	8.90	17	3	0	20	2.25	9.05	6	0
321 Prairiedale	158	6.23	10	1	0	11	1.76	6.96	1	0
322 Antelope Park	347	3.62	3	1	0	4	1.11	1.15	1	0
331 Livingston	591	7.05	7	2	0	9	1.28	1.52	2	0
333 Clayton	786	8.89	25	1	0	26	2.92	3.31	1	0
334 Preeceville	590	10.02	29	1	0	30	3.00	5.08	1	0
335 Hazel Dell	762	7.21	23	2	0	25	3.47	3.28	2	0
336 Sasman	371	10.12	15	3	0	18	1.78	4.85	10	0
337 Lakeview	328	6.56	18	2	0	20	3.05	6.10	6	0
338 Lakeside	479	5.91	22	2	0	24	4.06	5.01	2	0
339 LeRoy	372	10.62	19	4	0	23	2.17	6.18	4	0
340 Wolverine	337	6.52	10	0	0	10	1.53	2.97	0	0
341 Viscount	543	6.29	10	0	0	10	1.59	1.84	0	0
342 Colonsay	540	4.34	9	0	0	9	2.07	1.67	0	0
343 Blucher	212	9.70	22	7	1	30	3.09	14.15	11	1
344 Coan Park	1,645	62.42	267	29	2	298	4.77	18.12	37	4
345 Vanscoy	364	14.32	53	5	1	59	4.12	16.21	7	1
346 Perdue	789	5.87	16	4	0	20	3.41	2.53	5	0
347 Biggar	370	7.65	25	1	0	26	3.40	7.03	2	0
349 Grandview	197	4.67	11	0	0	11	2.36	5.58	0	0
350 Mariposa	234	3.56	14	1	0	15	4.21	6.41	1	0
351 Progress	261	7.94	14	3	0	17	2.14	6.51	5	0
352 Heart's Hill	401	8.24	9	2	0	11	1.34	2.74	3	0
366 Kelvington	489	7.25	22	0	1	23	3.17	4.70	2	1
367 Ponass Lake	414	8.34	17	0	0	17	2.04	4.11	0	0
368 Spalding	657	9.21	20	6	0	26	2.82	3.96	9	0
369 St. Peter	671	10.97	27	2	0	29	2.64	4.32	2	0
370 Humboldt	450	8.78	30	7	0	37	4.21	8.22	8	0
371 Bayne	383	7.84	10	2	0	12	1.53	3.13	3	0
372 Grant	382	5.94	7	1	0	8	1.35	2.09	1	0
373 Aberdeen	440	7.55	12	1	0	13	1.72	2.96	1	0
376 Eagle Creek	412	5.20	17	2	0	19	3.65	4.61	2	0
377 Glenside	263	4.30	7	3	0	10	2.32	3.80	3	0
378 Rosemount	278	2.80	7	2	0	9	3.21	3.24	2	0
379 Reford	274	5.14	9	2	0	11	2.14	4.01	4	0
380 Tramping Lake	279	3.37	5	0	0	5	1.48	1.79	0	0
381 Grass Lake	404	7.16	5	1	0	6	0.64	1.49	1	0
382 Eye Hill	472	9.92	19	4	0	23	2.32	4.87	5	0
394 Hudson Bay	950	6.40	29	2	0	31	4.85	3.26	5	0
395 Porcupine	749	13.09	33	0	0	33	2.52	4.41	0	0
397 Barrier Valley	335	4.49	17	1	0	18	4.01	5.37	2	0
398 Pleasantdale	495	7.27	21	2	0	23	3.16	4.65	2	0

Traffic Collision Statistics – SECTION 11

2007 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
399 Lake Lenore	412	7.66	18	2	0	20	2.61	4.85	2	0
400 Three Lakes	456	8.54	20	0	0	20	2.34	4.39	0	0
401 Hoodoo	486	8.16	24	2	0	26	3.18	5.35	6	0
402 Fish Creek	254	4.80	4	0	0	4	0.83	1.57	0	0
403 Rosthern	1,188	11.01	25	1	0	26	2.36	2.19	1	0
404 Laird	729	8.06	11	0	0	11	1.36	1.51	0	0
405 Great Bend	342	5.86	8	0	1	9	1.54	2.63	1	1
406 Mayfield	353	3.29	8	1	0	9	2.73	2.55	1	0
409 Buffalo	486	9.36	11	3	0	14	1.50	2.88	5	0
410 Round Valley	286	4.76	17	4	0	21	4.41	7.34	4	0
411 Senlac	194	5.36	15	0	0	15	2.80	7.73	0	0
426 Bjorkdale	599	10.02	24	2	0	26	2.59	4.34	2	0
427 Tisdale	815	7.35	28	4	0	32	4.35	3.93	4	0
428 Star City	732	8.78	30	1	0	31	3.53	4.23	1	0
429 Flett's Springs	559	9.37	13	3	0	16	1.71	2.86	3	0
430 Invergordon	324	6.45	12	0	0	12	1.86	3.70	0	0
431 St. Louis	1,050	7.68	13	3	0	16	2.08	1.52	6	0
434 Blaine Lake	254	4.85	15	1	0	16	3.30	6.30	4	0
435 Redberry	346	6.39	8	1	0	9	1.41	2.60	1	0
436 Douglas	306	5.37	9	1	0	10	1.86	3.27	1	0
437 North Battleford	453	5.50	29	2	0	31	5.63	6.84	3	0
438 Battle River	795	9.01	23	2	0	25	2.77	3.14	3	0
439 Cut Knife	404	7.76	12	1	0	13	1.68	3.22	1	0
440 Hillsdale	449	10.41	20	1	0	21	2.02	4.68	1	0
442 Manitou Lake	435	10.18	21	0	0	21	2.06	4.83	0	0
456 Arborfield	360	6.49	13	1	0	14	2.16	3.89	1	0
457 Connaught	4,049	6.37	9	1	0	10	1.57	0.25	1	0
458 Willow Creek	702	6.81	15	2	0	17	2.50	2.42	2	0
459 Kinistino	620	13.36	20	4	0	24	1.80	3.87	11	0
460 Birch Hills	536	7.15	22	2	0	24	3.35	4.48	2	0
461 Prince Albert	1,296	11.71	46	3	0	49	4.18	3.78	5	0
463 Duck Lake	746	5.19	14	0	0	14	2.70	1.88	0	0
464 Leask	543	11.30	23	2	0	25	2.21	4.60	3	0
466 Meeting Lake	379	5.19	23	1	1	25	4.82	6.60	1	1
467 Round Hill	289	4.87	13	1	0	14	2.88	4.84	1	0
468 Meota	489	6.58	21	2	0	23	3.50	4.70	3	0
469 Turtle River	324	7.14	28	1	1	30	4.20	9.26	5	1
470 Paynton	197	5.26	8	1	0	9	1.71	4.57	1	0
471 Eldon	543	21.95	19	6	0	25	1.14	4.60	7	0
472 Wilton	1,234	25.59	51	5	0	56	2.19	4.54	7	0
486 Moose Range	908	10.18	22	1	0	23	2.26	2.53	1	0
487 Nipawin	766	10.17	41	3	0	44	4.33	5.74	5	0
488 Torch River	1,173	15.68	37	4	0	41	2.61	3.50	4	0
490 Garden River	429	5.91	9	2	0	11	1.86	2.56	4	0
491 Buckland	1,916	11.11	52	4	0	56	5.04	2.92	6	0
493 Shellbrook	1,273	12.40	33	1	2	36	2.90	2.83	5	2
494 Canwood	1,158	19.05	57	7	1	65	3.41	5.61	16	1
496 Spiritwood	987	16.03	66	3	0	69	4.30	6.99	6	0

Traffic Collision Statistics – SECTION 11

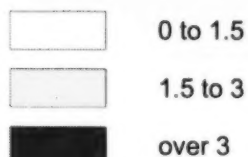
2007 Traffic Collision Statistics by Rural Municipality

Table 11.8

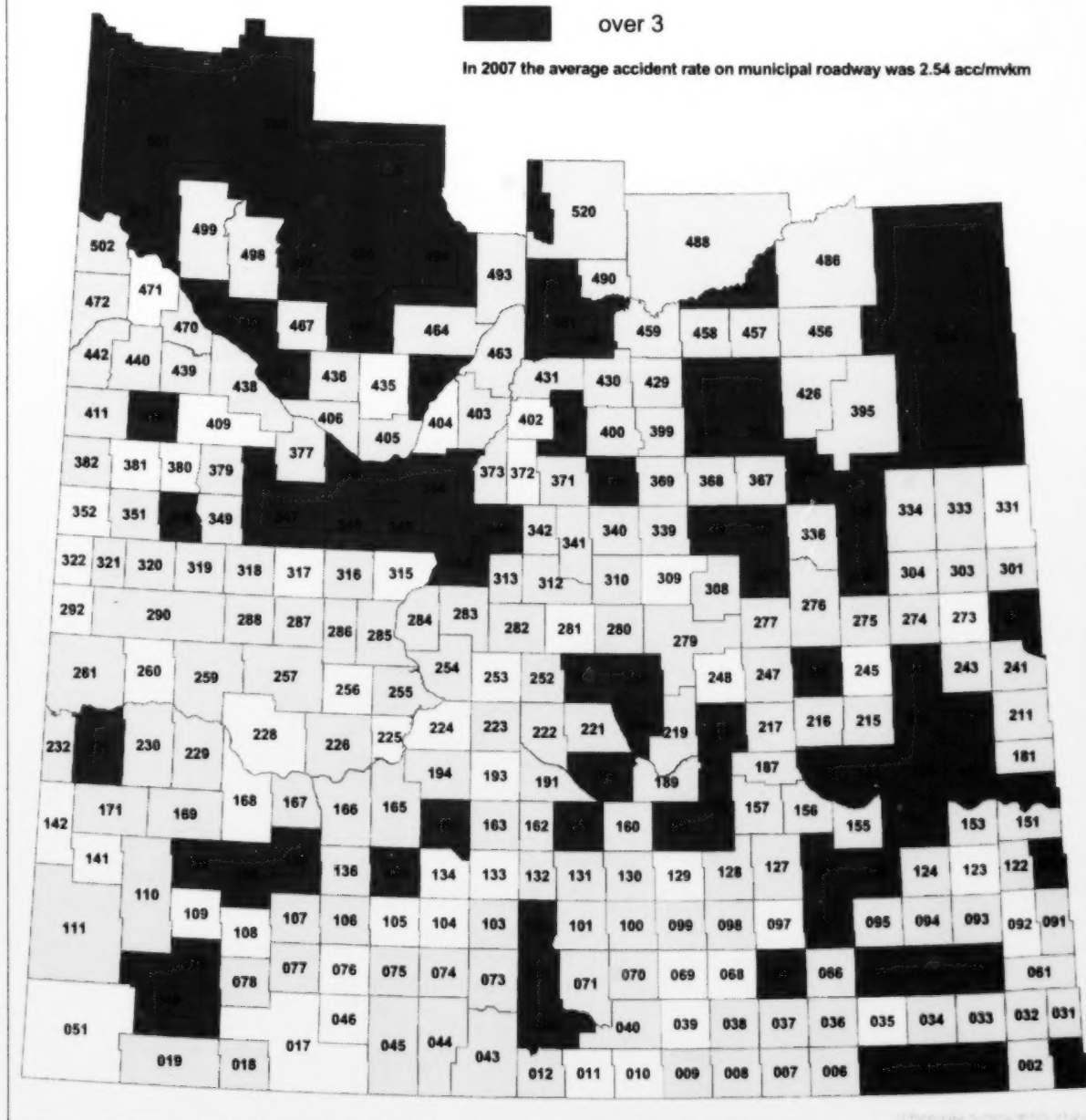
Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
497 Medstead	407	6.05	20	2	0	22	3.63	5.41	4	0
498 Parkdale	459	8.49	21	2	0	23	2.71	5.01	3	0
499 Mervin	1,200	18.03	37	5	0	42	2.33	3.50	6	0
501 Frenchman Butte	1,163	13.07	64	4	0	68	5.20	5.85	4	0
502 Britannia	1,143	19.52	49	4	0	53	2.72	4.64	4	0
520 Paddockwood	519	8.94	16	3	0	19	2.12	3.66	4	0
521 Lakeland	1,071	1.94	8	2	0	10	5.15	0.93	2	0
555 Big River	562	5.28	33	1	0	34	6.44	6.05	1	0
561 Loon Lake	551	7.91	25	4	0	29	3.67	5.26	7	0
588 Meadow Lake	1,799	19.11	81	1	1	83	4.34	4.61	1	1
622 Beaver River	785	7.82	39	3	0	42	5.37	5.35	4	0
Totals	133,957	2,184	5,326	497	25	5848	2.68	4.37	684	28

2007 Traffic Accident Rates by Rural Municipality

Legend

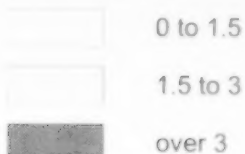


In 2007 the average accident rate on municipal roadway was 2.54 acc/mvkm

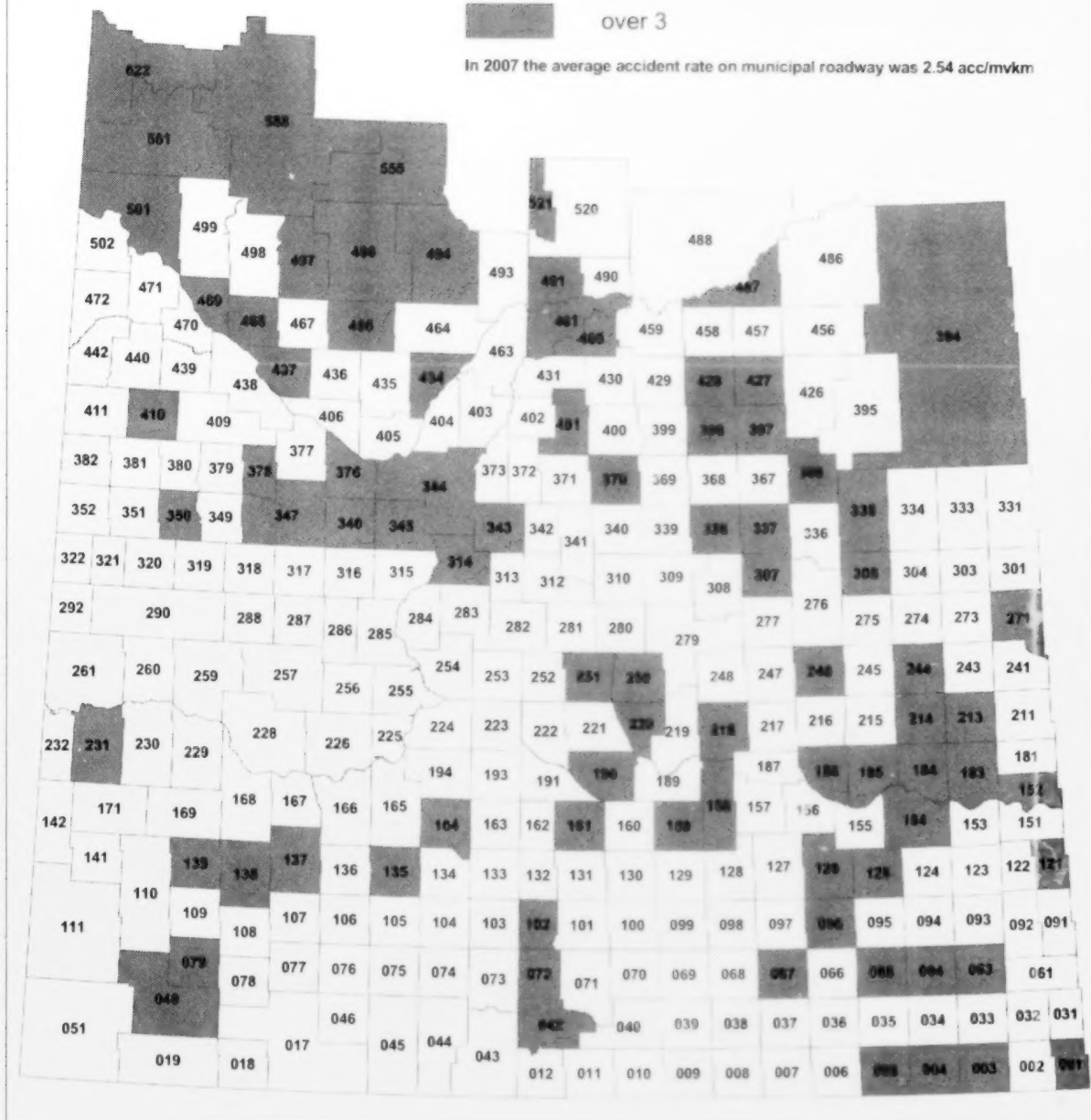


2007 Traffic Accident Rates by Rural Municipality

Legend



In 2007 the average accident rate on municipal roadway was 2.54 acc/mvkm



Traffic Collision Statistics – SECTION 11

Other Provinces

Contents:

		Page
Figure	12.1 2006 Casualty Rates per Billion Vehicle Kilometres	113
Table	12.1 Total Collisions and Casualties in Canada	113
	12.2 1998 - 2006/2007 Seatbelt Use in Canada by Province/Territory	113
	12.3 List of Provincial Contacts	114

Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision (RSV) 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of RSV 2010 are to:

- raise public awareness of road safety issues
- improve communication, cooperation and collaboration among safety agencies
- enhance enforcement measures
- improve national collision data quality and collection

The national target for RSV 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 as compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seatbelts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in RSV 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of RSV 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

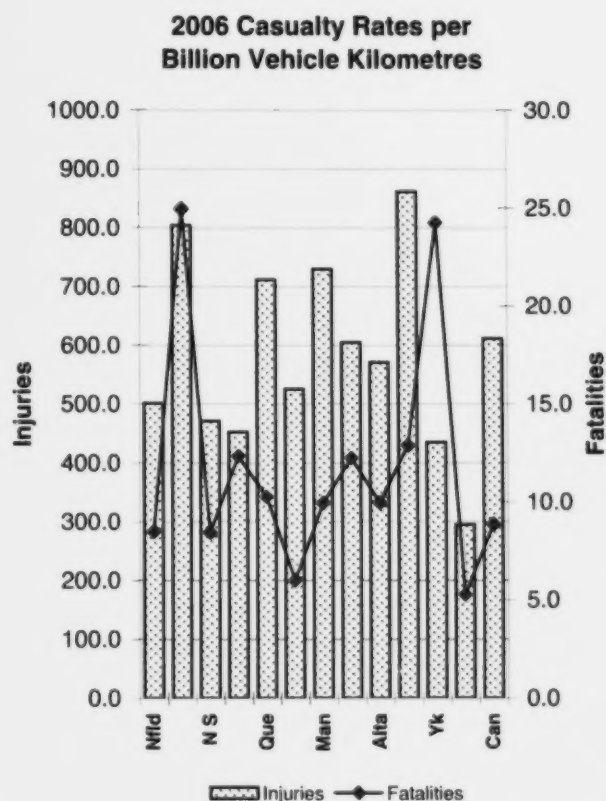
A complete listing of targets and the action plan of RSV 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or visiting their website at www.tc.gc.ca/roadsafety.

Other Provinces – SECTION 12

Table 12.1
Collisions and Casualties in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,283	280,605
1988	193,704	4,154	278,820
1989	196,246	4,238	285,178
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,823
1993	171,227	3,615	247,594
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	156,645	3,062	227,320
1997	150,155	3,033	217,403
1998	148,188	2,911	213,304
1999	151,295	2,984	218,437
2000	155,842	2,927	222,830
2001	151,393	2,776	216,441
2002	156,444	2,932	222,706
2003	152,960	2,768	216,089
2004	147,686	2,722	206,232
2005	148,162	2,905	204,751
2006	147,360	2,889	199,336
2007	Not Available		

Figure 12.1



1998 - 2006/2007 Seatbelt Use in Canada by Province/Territory
(% of All Occupants Wearing Seatbelts in Light-Duty Vehicles*)

Table 12.2

Province	1998	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007
Newfoundland	86.4	82.9	92.7	92.1	86.3	82.5	87	87.2	86.5
Prince Edward Island	82.7	88.5	85.7	86.7	76.7	78.1	81.4	88.2	97.9
Nova Scotia	88.5	86.6	86.5	88.0	90.5	89.4	88.7	91.0	92.2
New Brunswick	87.9	85.9	91.5	91.4	90.6	88.8	85.9	87.2	91.5
Quebec	92.3	93	91.4	89	91.2	93.3	90.9	91.1	93
Ontario	89.1	91.0	91.7	92.5	85.1	86.5	92.1	92.1	92.8
Manitoba	84.4	85.3	84.2	82.3	80.8	85.3	92.1	91.3	89.1
Saskatchewan	89.7	88.2	90.0	91.7	85.7	85.9	93.7	92.9	93.5
Alberta	82.4	89.3	87.2	84.9	77.3	84.9	82.9	83.4	88.9
British Columbia	89.7	89.2	88.7	90.8	79.7	83.2	91.6	91.7	94.8
Yukon	82.1	82.1	79.3	78.1	53.9	85.1	81.5	86.9	82.9
Northwest Territories	52.6	61.1	60.7	62.7	77.1	77.3	75.1	80.2	88.0
Nunavut	NA	NA	NA	13.4	22.9	21.8	NA	NA	NA
Canada	88.7	90.1	90.1	89.9	85.0	87.4	90.5	90.8	92.5

* Light-duty vehicles include passenger cars, passenger vans and light trucks.

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003 the survey results are an estimate of both urban and rural areas over a two-year period.

Other Provinces – SECTION 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

Paula Manning
Maintenance Div., Dept. of Transportation and Works.
Govt. of Newfoundland and Labrador
6th Fl., Confederation Bldg West
St. John's, NEWFOUNDLAND
A1B 4J6
Phone: 709-729-5358
Fax: 709-729-6934
E-mail: ManningP@gov.nl.ca

Cathy O'Shea
Maintenance and Traffic Branch
Dept. of Transportation
P.O. Box 6000, King's Place 2nd Floor
Fredricton, NEW BRUNSWICK
E3B 5H1
Phone: 506-453-2213
Fax: 506-457-7278
E-mail: Cathy.O'SHEA@gnb.ca

Fernand Pichette
Societe de l'assurance automobile du Quebec
333, boul. Jean-Lesage, N.6.4
Quebec, QUEBEC
G1K 8J6
Phone: 418-528-4074
Fax: 418-646-1003
E-mail: fernand.pichette@saaq.gouv.qc.ca

Darlene Romani
Senior Research Analyst
Driver and Vehicle Licencing
1075 Portage Avenue, Box 6300
Winnipeg, MANITOBA
R3C 4A4
Phone: 204-985-1877
Fax: 204-954-5397
E-mail: dromani@mpi.mb.ca

Liz Owens
Alberta Transp. Safety Branch
Main Floor, Twin Atria Building
4999 - 98th Avenue
Edmonton, ALBERTA
T6B 2X3
Phone: 780-427-6775
Fax: 780-422-3682
E-mail: liz.owens@gov.ab.ca

Kelley Merilees-Keppel
Manager, Driver and Vehicle Licensing Programs
4510 Franklin Ave. P.O. Box 1320
Yellowknife, NORTHWEST TERRITORIES
X1A 2L9
Phone: 867-920-8915
Fax: 867-873-0288
E-mail: kelley_merilees-keppel@gov.nt.ca

Aline Chouinard
Chief, Evaluation & Data Systems
Transport Canada - Road Safety, ASFCC
330 Sparks Street, Tower 'C'
Ottawa, ONTARIO
K1A 0N5
Phone: 613-998-1941
Fax: 613-990-2912
E-mail: mcculb@tc.gc.ca

Paul J. Smith
Road Safety Engineer
Transportation & Public Works
4th Floor, Johnson Bldg, 1672 Granville St
Halifax, NOVA SCOTIA
B3J 2N2
Phone: 902-424-3134
Fax: 902-424-0571
E-mail: smithpj@gov.ns.ca

Audrey Mayhew
Highway Safety and Information Technology
Dept. of Transp. & Public Works
P.O. Box 2000
Charlottetown, PRINCE EDWARD ISLAND
C1A 7N8
Phone: 902-368-5214
Fax: 902-368-6269
E-mail: ammayhew@gov.pe.ca

Cristina Ilas
Ministry of Transportation
Bldg A, Rm 212, 1201 Wilson Ave.
Downsview, ONTARIO
M3M 1J8
Phone: 416-235-3407
Fax: 416-235-3633
E-mail: Cristina.Ilas@ontario.ca

Kathryn Harris
Traffic Safety Program Evaluation,
Auto Fund Div., SGI
5104 Donnelly Cres.
Regina, SASKATCHEWAN
S4P 3C4
Phone: 306-751-1341
Fax: 306-352-3154
E-mail: kharris@sgi.sk.ca

Wayne Meckle
Analysis and Evaluation Specialist
Insurance Corporation of British Columbia
910 Government Street
Victoria, BRITISH COLUMBIA
V8W 3Y8
Phone: 250-414-7925
Fax: 250-978-8025
E-mail: wayne.meckle@icbc.com

Sherilyn Gattie
Yukon Community and Transportation Ser.
P.O. Box 2703
Whitehorse, YUKON
Y1A 2C6
Phone: 867-667-8217
Fax: 867-393-6220
E-mail: sgattie@gov.yk.ca

Rosie Nuliyok
Community Government and Transportation
Government of Nunavut
P.O. Box 207, (NCC Building)
Gjoa Haven, NUNAVUT
XOB 1J0
Phone: 867-360-461
Fax: 867-360-4619
E-mail: rnuliyok@gov.nu.ca

Appendix

Contents:

	Page
A 1.1 Collision History on Provincial Highways	116
A 1.2 Collision History on Urban Streets	117
A 1.3 Collision History on Rural Roads	118
A 1.4 Collision History on Other Roads	119
A 1.5 Collision History on Rural and Other Roads Combined	120
A 1.6 Collision History on All Provincial Roads	121
A 1.7 Collision History Rates – All Provincial Roads	122
A 2 Fatal Accident Locations on Rural Provincial Highways	123
A 3 Saskatchewan Motor Vehicle Accident Report Form	124
A 4.1 Saskatchewan MVA Report Form Template – Front	125
A 4.2 Saskatchewan MVA Report Form Template – Back	126

Appendix – A1.1

Collision History on Provincial Highways *

Year	Collisions **				Victims **			Collision Rates			
	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (MvKm)	Coll/ MvKm	Fat. Coll/ 100 MvKm	Inj. Coll/ MvKm
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,600	1,144	96	5,840	1,982	119	2,101	6,295	0.93	1.52	0.18
1989	4,874	1,092	81	6,047	1,982	107	2,089	6,242	0.97	1.30	0.17
1990	5,175	1,105	73	6,353	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,642	971	84	6,697	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,723	1,069	67	6,859	1,975	79	2,054	6,447	1.06	1.04	0.17
1993	4,396	1,066	72	5,534	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,517	1,119	76	5,712	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,782	1,129	63	4,974	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,437	1,231	70	4,738	2,095	98	2,193	7,232	0.66	0.97	0.17
1998	3,064	999	71	4,134	1,757	88	1,845	7,481	0.55	0.95	0.13
1999	3,142	1,142	89	4,373	1,980	110	2,090	7,481	0.58	1.19	0.15
2000	3,101	1,075	77	4,253	1,828	88	1,916	7,544	0.56	1.02	0.14
2001	4,102	1,066	68	5,236	1,716	85	1,801	7,341	0.71	0.93	0.15
2002	5,611 [#]	1,084	70	6,773	1,744	81	1,825	7,265	0.93	0.96	0.15
2003	8,153	1,069	76	9,298	1,758	85	1,843	7,559	1.23	1.01	0.14
2004	9,318	1,218	65	10,601	1,965	83	2,048	7,547	1.40	0.86	0.16
2005	9,705	1,132	79	10,916	1,762	95	1,857	7,902	1.38	1.00	0.14
2006	10,491	1,203	77	11,771	1,864	86	1,950	7,559	1.56	1.02	0.16
2007	10,796	1,087	71	11,954	1,657	84	1,741	7,904	1.51	0.90	0.14

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Urban Streets*

Year	Collisions **				Victims**		
	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,375	3,497	25	22,897	4,671	27	4,698
1990	18,349	3,353	13	21,715	4,386	16	4,402
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,318	3,734	24	17,076	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,009	3,567	21	20,597	4,789	21	4,810
2001	15,554	3,068	18	18,640	4,056	18	4,074
2002	19,342 #	3,279	17	22,638	4,343	18	4,361
2003	21,253	3,607	18	24,878	4,722	20	4,742
2004	21,388	3,494	16	24,898	4,554	17	4,571
2005	22,280	3,396	23	25,699	4,408	24	4,432
2006	23,067	3,219	14	26,300	4,200	16	4,216
2007	26,928	3,305	20	30,253	4,297	21	4,318

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.3

Collision History on Rural Roads

Year	Collisions *				Victims*			Collision Rates			
	Property	Personal	Fatal	Total	Number	Number	Total	Travel	Coll/	Fat. Coll/	Inj. Coll/
	Damage**	Injury			Injured	Killed		(MvKm)	MvKm	100 MvKm	MvKm
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,396	642	26	3,064	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	859	21	880	1,920	1.41	0.94	0.29
1997	2,093	740	32	2,865	1,161	37	1,198	2,018	1.42	1.59	0.37
1998	1,736	564	35	2,335	890	38	928	2,035	1.15	1.72	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	931	32	963	2,176	1.11	1.33	0.28
2001	2,402	621	42	3,065	952	45	997	2,179	1.41	1.93	0.28
2002	2,521 #	583	29	3,133	948	31	979	2,159	1.45	1.34	0.27
2003	3,909	629	34	4,572	964	35	999	2,178	2.10	1.56	0.29
2004	4,368	533	21	4,922	807	23	830	2,194	2.24	0.96	0.24
2005	4,008	462	23	4,493	647	24	671	2,195	2.05	1.05	0.21
2006	4,695	495	25	5,215	747	26	773	2,178	2.39	1.15	0.23
2007	5,326	497	25	5,848	684	28	712	2,197	2.66	1.14	0.23

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Other Roads

Year	Collisions *				Victims*		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1968	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1969	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1970	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1971	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1972	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1973	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1974	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1975	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1976	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1977	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1978	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	582	157	12	751	241	19	260
2002	1,758 #	172	7	1,937	278	7	285
2003	2,250	149	8	2,407	240	8	248
2004	2,098	157	3	2,258	217	3	220
2005	2,642	194	4	2,840	291	4	295
2006	2,032	157	8	2,197	264	8	272
2007	1,327	131	10	1,468	208	10	218

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.5

Collision History on Rural and Other Roads Combined

Year	Collisions*				Victims**		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1968	3,759	998	67	4,824	1,683	75	1,758
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,655	873	42	4,570	1,387	46	1,433
1992	3,956	801	35	4,792	1,303	39	1,342
1993	2,676	769	34	3,479	1,249	40	1,289
1994	2,841	767	34	3,642	1,238	36	1,274
1995	2,890	690	39	3,619	1,137	44	1,181
1996	2,411	673	24	3,108	1,045	27	1,072
1997	2,441	881	40	3,362	1,396	46	1,442
1998	2,105	692	39	2,836	1,120	42	1,162
1999	2,167	784	37	2,988	1,221	53	1,274
2000	2,241	802	39	3,082	1,244	42	1,286
2001	2,984	778	54	3,816	1,193	64	1,257
2002	4,279 #	755	36	5,070	1,226	38	1,264
2003	6,159	778	42	6,979	1,204	43	1,247
2004	6,466	690	24	7,180	1,024	26	1,050
2005	6,650	656	27	7,333	938	28	966
2006	6,727	652	33	7,412	1,011	34	1,045
2007	6,653	628	35	7,316	892	38	930

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on All Provincial Roads

Year	Collisions *				Victims*		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1968	17,436	4,340	211	21,987	7,106	264	7,370
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,888	5,975	160	34,023	8,740	200	8,940
1989	27,882	5,520	162	33,564	8,139	192	8,331
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,332	127	33,357	8,045	143	8,188
1993	19,283	5,480	134	24,897	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,351	5,444	137	27,932	7,861	151	8,012
2001	22,640	4,912	140	27,692	6,965	167	7,132
2002	29,240 #	5,118	123	34,481	7,313	137	7,450
2003	35,565	5,454	136	41,155	7,684	148	7,832
2004	37,172	5,402	105	42,679	7,543	126	7,669
2005	38,635	5,184	129	43,948	7,108	147	7,255
2006	40,285	5,074	124	45,483	7,075	136	7,211
2007	44,377	5,020	126	49,523	6,846	143	6,989

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan 1, 1984 and \$1,000 as of Jan 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

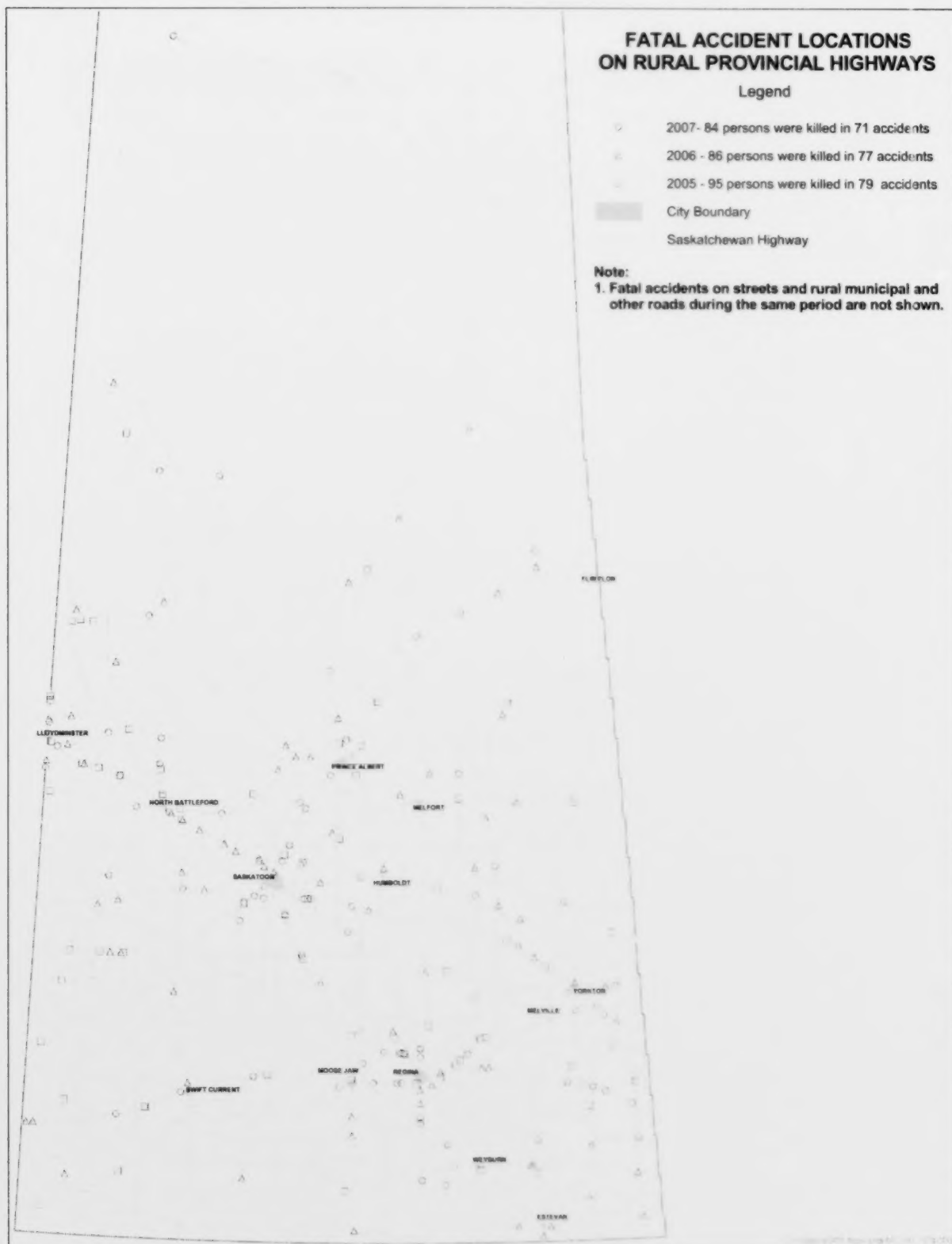
Appendix – A1.7

Collision History Rates – All Provincial Roads

Year	Registered Vehicles *	Licensed Drivers	Sask. Pop.**	Collision Rates			Casualty Collisions	Casualty Collision Rates		
				C/100 Reg'd	C/100 Lic'd	C/100 Pop.		C/100 Reg'd	C/100 Lic'd	C/100 Pop.
	Vehicles	Drivers	Pop.	Vehicles	Drivers	Pop.		Vehicles	Drivers	Pop.
1968	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.47
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,581	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,052	0.71	0.76	0.51
2002	721,999	666,374	995,886	4.78	5.17	3.46	5,241	0.73	0.79	0.53
2003	731,891	668,572	994,732	5.62	6.16	4.14	5,590	0.76	0.84	0.56
2004	740,554	669,852	994,898	5.76	6.37	4.29	5,507	0.74	0.82	0.55
2005	750,640	674,870	990,044	5.85	6.51	4.44	5,313	0.71	0.79	0.54
2006	761,011	676,733	987,520	5.98	6.72	4.61	5,198	0.68	0.77	0.53
2007	785,341	688,841	996,869	6.31	7.19	4.97	5,146	0.66	0.75	0.52

* Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).

** Population - Statistics Canada July 1, 2007 Populations.



15701-08

FIMTA & KIM'S FORMS: EUROPEAN

Appendix – A4.1 Sask. MVA Report Form

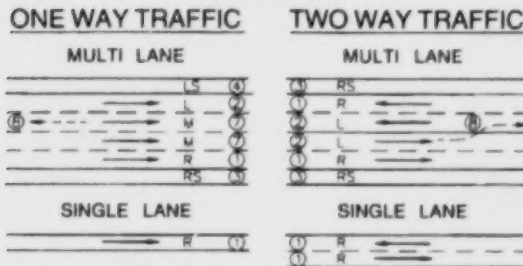
Template Front

Lighting Natural 1. Daylight 2. Dark 3. Dusk 4. Dawn Artificial 1. No Lighting 2. Lighting Available and Not On 3. Lighting On		Pre-Collision Vehicle Action 01. Going Straight Ahead 02. Turning Left 03. Turning Right 04. Making U-Turn 05. Changing Lanes 06. Merging 07. Backing Up 08. Overlapping / Weaving on Left or Right 09. Stopping or Stopping on the Roadway (i.e. decelerating) 10. Stopped in Traffic (i.e. mechanical breakdown) 11. Starting in Traffic (i.e. accelerating) 12. Starting from Parked Position, Leaving Roadside 13. Entering Parked Position, Stopping on Roadside 14. Pivoted Left 15. Pivoted Right 16. Other	
Weather Conditions 1. Clear 2. Cloudy 3. Rainy 4. Snowing 5. Sleet / Hail / Freezing Rain 6. Fog / Smoke / Spray 7. Drifting Snow / Dust 8. Strong Winds		Designated Lane of Travel SEE REVERSE SIDE OF TEMPLATE V1 24 V2 25	
Road Surface Condition 1. Dry 2. Wet 3. Loose Snow 4. Packed Snow / Ice 5. Loose Gravel or Sand 6. Mud 7. Slush 8. Fresh Oil		MAJOR CONTRIBUTING FACTORS Human Conditions 01. Inattentive 02. Distracted 03. Had Been Drinking 04. Impaired 05. Excessive Fatigue 06. Fat Assnap 07. Other Impairment / Confusion 08. Lost Consciousness / Other Illness 09. Physical / Medical Disability 10. Drugs (Prescription or Illegal) 11. Defective Eyesight / Hearing 12. Other Human Conditions Vehicle Condition 40. Defective Brakes 41. Defective Lights 42. Defective Exhaust System 43. Load Shifted / Spilled 44. Vehicle Overloaded / Improperly Loaded 45. Defective Suspension / Wheel Failure 46. Defective Tires / Tire Blowout 47. Defective Engine / Power Train / Wiring 48. Inadequate / Trailer Damage 49. View From Vehicle Obscured 50. Vehicle Condition / Defect 51. Lights Not On No Apparent Contributing Factor 99. Did not occur / Contributor to the Accident	
Road Conditions 1. Normal / Good 2. Potholes, Ruts, Bumps 3. Under Construction / Repair 4. Uneven Pavement Surface / Sharp Drop Off 5. Obscured or Faded Pavement Markings		Environment Conditions 60. Animal Action (Wild) 61. Animal Action (Domestic) 62. Road Condition (Surface or Structure) 63. Excessive Loose Gravel 64. Snow Drift 65. Obstruction / Debris On Roadway 66. View obstructed / Limited 67. Outside The Vehicle 68. Sun Glare 69. Construction Zone 70. Left or Defective Shoulder 71. Land Marking Inadequate 72. Traffic Control Device Not Working 73. Weather Conditions 74. Unimproved Roadway 75. Unimproved Pavement 76. Other Environmental Condition	
Accident Site 01. Non Intersection 02. Intersection With Provincial Highway 03. Intersection With Grd / Municipal Road 04. Intersection With Street 05. Intersection With Private Approach, Driveway 06. Intersection With Lane or Alley 07. Railroad Level Crossing 08. Bridge or Overpass 09. Tunnel or Underpass 10. Parking Lot or Parking Garage 11. Passing Lane or Overtaking Lane 12. Ramp 13. Off Roadway (Within Right of Way) 14. Other		Sequence of Events 01. Another Road Vehicle 02. Animal 03. Pedestrian 04. Railroad Train 05. Other Movable Object 06. Approach 07. Traffic Barrier / Back Stop 08. Building / Wall 09. Bridge Structure 10. Culvert 11. Crash Cushion / Impact Attenuator 12. Curve 13. Delineator Post 14. Dash Barrier / Back Stop 15. Fence 16. Fire Hydrant, Parking Meter, Utility Box 17. Gravel Pile 18. Guard Rail 19. Lamp Support (Traffic Signal, Street Light) 20. Raised Median / Barrier 21. Power / Telephone Pole 22. Rock Face, Rocks on Road 23. Sign Post 24. Snow Bank / Drift 25. Tree / Bush 26. Other Fixed Object 27. Non-Collision Event 28. Ran off Road 29. Fire / Explosion 30. Submersion 31. Sliding / Skidding / Spinning 32. Lost Load 33. Jackknife / Trailer Sling 34. Other Non-Collision Event	
Road Character 1. Undivided - One Way 2. Undivided - Two Way 3. Divided - Raised Median 4. Divided - With Depressed or Painted Median 5. Other		TRAFFIC CONTROL 01. No Control Present 02. Traffic Signals Fully Operational 03. Traffic Signals in Flashing Mode 04. Flashing Beacon - Amber 05. Flashing Beacon - Red 06. Stop Sign 07. Yield Sign 08. Marked Pedestrian Crosswalk 09. Flagger / Police Officer 10. RR Crossing - With Automatic Controls 11. RR Crossing - With No Automatic Controls 12. School Bus - Stopped With Flashing Light 13. School Crossing 14. Reduced Speed Zone 15. No Passing Zone 16. Construction Zone	
ROADWAY ALIGNMENT Horizontal Alignment 1. Straight 2. Curved 3. Dead End Vertical Alignment 1. Level or Near Level 2. Severe Incline or Decline 3. Top of Hill (Crest) 4. Bottom of Hill (Sag)		Vehicle Classification 01. Automobile (passenger car) 02. Pickup Truck 4500 kg and Under 03. Panel van 4500 kg and under (includes Mini Vans) 04. Trucks over 4500 kg 05. Power Units for Semi-Trailers (Road Tractor) 06. Transit Bus (Urban) 07. Inter City Bus 08. School Bus - Standard Large Type 09. School Bus - Van Type 10. Other Bus - Unspecified / Private 11. Motorcycle 12. Moped / Power Bicycle 13. Bicycle 14. Ambulance / Police / Fire 15. Snowmobile 16. Construction / Maintenance Equipment 17. Unregistered Farm Equipment 18. Off Highway Vehicle (3 or 4 Wheel ATV's) 19. Motorcycle 20. Other Vehicle	
TYPE OF TRAILER 01. Camper / Holiday Trailer 02. Boat / Other Rec. Trailer 03. Utility / Home Made Trailer 04. Farm Equipment 05. Maintenance / Construction Equipment 06. Towee Motor Vehicle 07. Single Trailer / Trailer (semi) Double Trailer (Semi) units with Second Trailer Attached By: 08. A Single Hitch Drawbar ("A" Train) 09. A Double Hitch Drawbar ("D" Train) 10. A Full Wheel ("B" Train) 11. Overdimensional vehicle With Escort 12. Other Types of Trailer (including Triple Trailers)		CHARGE Laid - SEE BACK OF TEMPLATE Vehicle Damage 1. No Visible Damage 2. Light / Superficial Damage 3. Moderate - Unable for Further Use 4. Severe - Not Drivable 5. Destroyed - Write Off	
HAZARDOUS GOODS CLASS 1. None Involved 2. Class 1 Explosives 3. Class 2 Compressed Gases 4. Class 3 Flammable Liquids 5. Class 4 Flammable Solids 6. Class 5 Oxidizers & Organic Substances 7. Class 6 Poisonous and Infectious Substances 8. Class 7 Radioactive Material 9. Class 8 Corrosive Substances 10. Class 9 Miscellaneous Substances		HAZARDOUS GOODS SPILL 1. Yes 2. No	
Position In / On Vehicle 1. Driver, Includes Cyclists and Motor Cyclists 2 & 3. Front Seat Passengers and Cyclists Seated Behind Driver 4 & 5. Rear Seat Passengers 6. Occupants in the Load Area of a Truck or Van, Third Seat Passenger in Station Wagon or Van and all Bus Passengers 7. Persons Riding or Hanging on the Outside of the Vehicle 8. Pedestrian 9. Bicyclist		Diagram 01 02 03 12 13 14 10 09 08 07 11 06 05 04 03 02 01 14 - Undercarriage 15 - Interior	
SAFETY EQUIPMENT 1. Lap or Lap and Shoulder Belt 2. Lap and Shoulder Belt With Air Bags 3. Child Restraint, Rear Facing 4. Child Restraint, Front Facing 5. Child Restraint, Front Facing Without Tether Straps 6. Child Booster Seat 7. Adult Seat Belt 8. Safety Equipment Not Used or Improperly Used		INJURY REGION 0. No Injury 1. Head 2. Neck 3. Face 4. Chest 5. Extremities 6. Back 7. Abdomen / Pelvis 8. Entire Body INJURY CODE 0. Not Injured 1. Minor 2. Moderate 3. Non-Incapacitating 4. Major Incapacitating 5. Fatal 6. Fatal (death within 30 days)	
INJURY TREATMENT 0. Not Injured 1. Minor Injury Required 2. Treated at Scene 3. Transported to Hospital / Clinic		VEHICLE OCCUPANT EJECTION 1. Not Ejected 2. Ejected 3. Partially Ejected 4. Not a Vehicle Occupant (pedestrian and cyclist) SPECIAL STUDIES 1. Not Conducted 2. Conducted 3. Partially Conducted 4. Not a Vehicle Occupant (pedestrian and cyclist)	

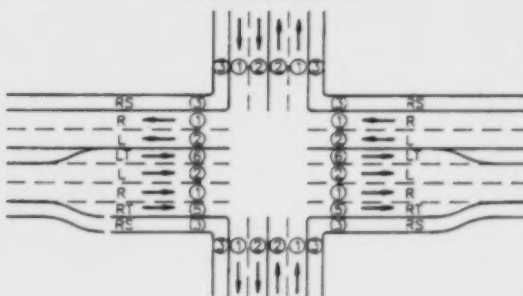
Appendix – A4.2 Sask. MVA Report Form

Template Back

DESIGNATED LANE OF TRAVEL



INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	QC
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MA	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
Canadian Armed Forces	CF	Mexico	MX
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An "X" can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one "x" at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle collision report for all collisions that involve bodily injury or death, hit and run, where the driver is impaired by alcohol or drugs, where a motor vehicle must be towed from the scene or collisions involving an out-of-province vehicle.
Motor Vehicle Collision Captured By Claims	An incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of \$1,000 in property damage, not including damage to cargo and has not been reported by police.
Incident	Any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	Means "in motion or being operated" on a roadway; harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Roadway Vehicles	Collisions involving snowmobiles and off-roadway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.

Glossary

Urban Streets

Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

Street: Any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

Lane/Back Alley: Any alley or lane within an urban area intended for use by the public and maintained by the local government.

Provincial Highways

Any rural/urban highway, provincial road, community access or service road, or other highway as described below.

Rural/Urban Highway: Any numbered provincial highway in a rural or urban area with a population less than 1,000 that is maintained by the Saskatchewan Ministry of Highways and Infrastructure, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

Provincial Roads (900 series highways): Any public highway with a highway number greater than 900.

Community Access, Service Road/Other: Roads built and maintained by the Saskatchewan Ministry of Highways and Infrastructure providing access to communities, industrial plants and/or land parcels.

Rural Roads

Any designated grid, municipal or other road as defined below.

Designated Grid Road: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).

Municipal/Other Rural Road: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).

Other Roads

Any location not identified under urban, highway or rural road locations.

First Nation Grid or Municipal Road: Any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation.

Northern Forest Road: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc.

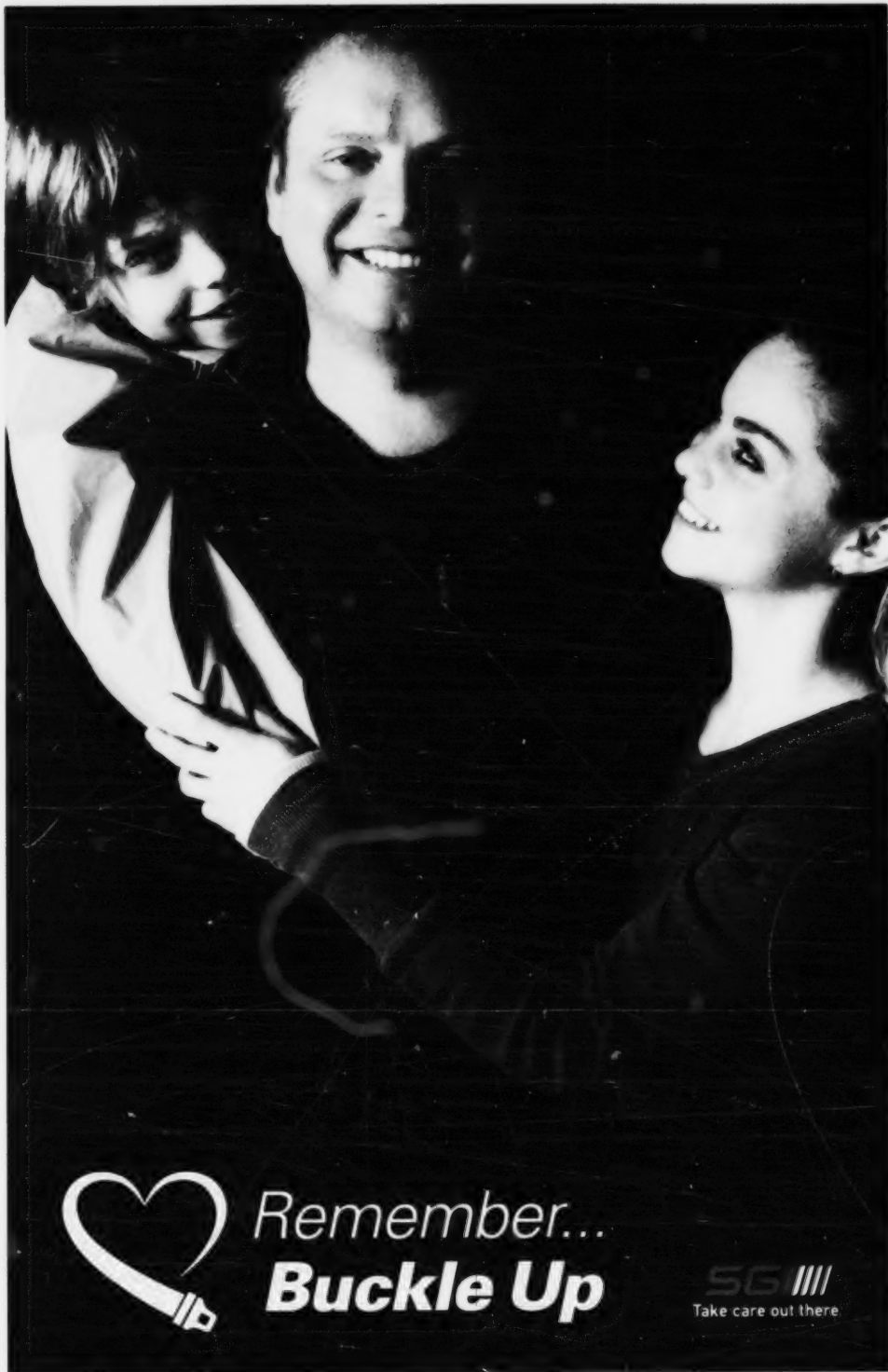
Not Known: This code is intended for use only when a general location is **definitely** not known.

Private Property	Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are not recorded on TAIS.
Property Damage Only Collisions	A motor vehicle collision resulting in total damages over the prescribed amount as defined in <i>The Traffic Safety Act</i> (\$1,000) with no personal injuries or deaths.
Injury Collisions	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collisions	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking	A person that had consumed alcohol but has a blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed \$1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

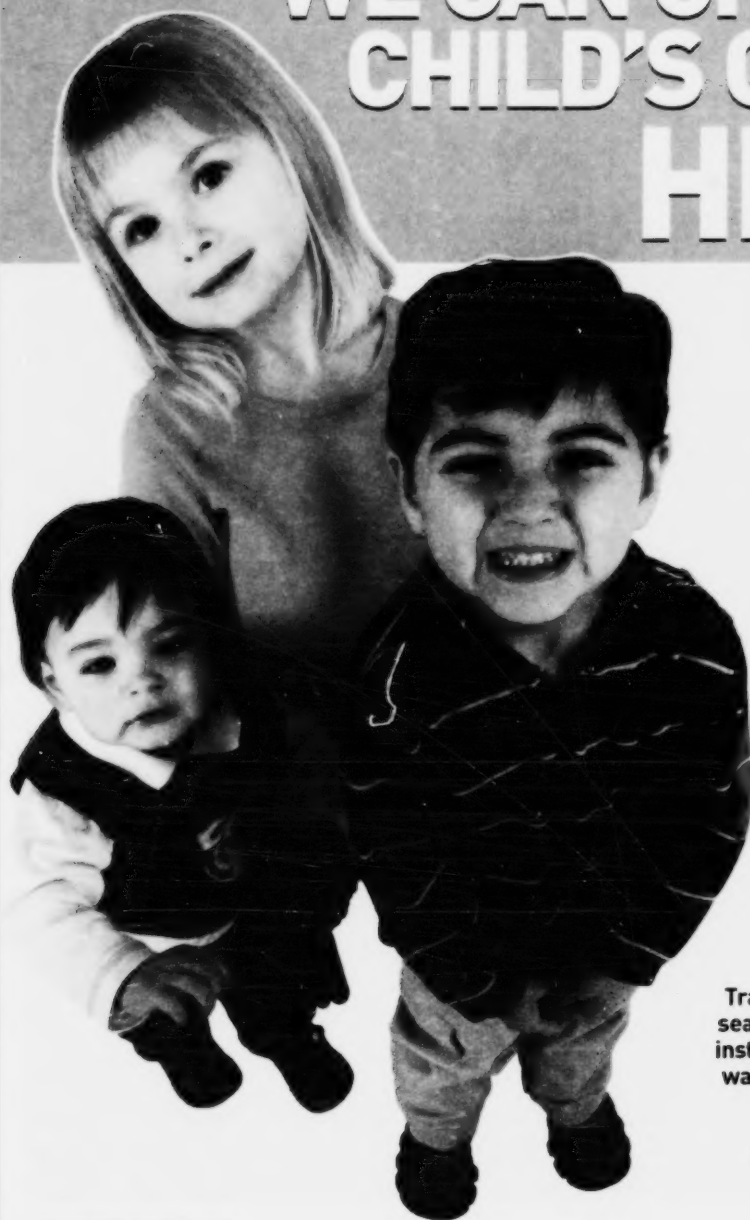
The information presented in this publication reflects all police and insurance claim reports known to SGI as of May 2008. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.



Remember...
Buckle Up

SG IIII
Take care out there

WE CAN CHECK YOUR CHILD'S CAR SEAT HERE!



SET UP YOUR APPOINTMENT TODAY

Lloydminster Claims
825-8210

Meadow Lake Claims
236-2500

Moose Jaw Salvage
691-4588

North Battleford Claims
446-1923

North Battleford Salvage
446-1950

Regina East Claims
751-3356

Regina Salvage
775-6025

Swift Current Claims
778-4900

Tisdale Claims
878-3600

Weyburn Claims
848-4314

Yorkton Claims
786-2432

Trained technicians can ensure your child's car seat is the right one for their size and ensure it's installed correctly in your vehicle. It's the easiest way to make sure your child is travelling safely, because one size does not fit all.

Visit www.sgi.sk.ca for more information.



SGI

Take care out there.

For more information contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Regina Operations Centre
5104 Donnelly Cres.
P.O. Box 1580
Regina, SK S4P 3C4

Phone: (306) 775-6668
Fax: (306) 775-6222
E-mail: mzhang@sgi.sk.ca
Website: www.sgi.sk.ca

Published by authority of the Saskatchewan Auto Fund, SGI